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PACIFIC BELL PARK

HOME OF THE SAN FRANCISCO GIANTS

APRIL 1997

# Transportation Management Plan

Prepared by the  
City and County of San Francisco  
Ballpark/Mission Bay  
Transportation Coordinating  
Committee

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**Pacific Bell Park**

**Transportation Management Plan**

**Version 2.0 – April 1999**

Prepared by the  
City and Count of San Francisco  
**Ballpark/Mission Bay Transportation Coordinating Committee**  
**(B/MBTCC)**



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# 1. Introduction

This is the second draft of the Pacific Bell Park Transportation Management Plan (TMP) prepared by the Ballpark/Mission Bay Transportation Coordinating Committee (B/MBTCC) appointed by Mayor Brown.

The TMP is a working document which will be expanded and refined through the efforts of the individual public agencies responsible for carrying out the plan. The role of the B/MBTCC is to act as the forum for coordinating agency functions and to ensure that the TMP is continually updated as new information is developed or as actions and improvements are agreed upon. The TMP will be further refined after the ballpark opens in April 2000 and the B/MBTCC has gained experience with the operation of the ballpark.

The draft outlines the strategy for making access to the ballpark work, recognizing that it is not possible to hold large public events without creating some traffic congestion. The intent of the TMP, therefore, is to manage circulation to and from the ballpark so that traffic flows will have as little impact on the community as possible.

The TMP delineates the routes for autos, buses and taxis, the location of parking and how the public transit system will serve the ballpark. It also includes a description of the transportation system capital improvements and operating requirements. The TMP also identifies the agency responsible for the development of more detailed operating plans and for the implementation and success of each element of the plan. The TMP only addresses the transportation impacts and needs of the ballpark. It does not address non-transportation impacts such as lighting, noise or litter. These issues will be addressed through by other agencies.

In this second draft, differing levels of detail are offered because certain key components of the plan are works in progress. For example, the proposed operating plan for the Giants parking lots has only recently been presented to the B/MBTCC, so it is not discussed in this version of the TMP. Likewise, while design of the Pacific Bell Park ferry terminal are underway, discussions with potential ferry service operators are ongoing, and service commitments have not yet been made.

The TMP is organized in this manner: A summary of existing and projected conditions and description of the setting in which the ballpark will operate; a statement on the approach and plan objectives; chapters on transit, traffic, parking, other transportation modes, and public information. The Appendix includes important information on the traffic guide sign program, as well as a listing of required capital improvements and projected costs.





## 2. Existing and Projected Conditions

### Existing Traffic Conditions

Pacific Bell Park is located at the intersection of Third and King Streets, on China Basin, in the South of Market Area (SOMA) of San Francisco. The ballpark site and major transportation systems are shown on Figure 2 - 1. Traffic conditions in the area of SOMA near the ballpark are generally good for most hours of each weekday and during the evenings and weekends. However, at peak traffic hours, certain intersections and streets experience significant levels of congestion. The single most important cause of existing traffic problems is the heavy traffic loads that use the San Francisco-Oakland Bay Bridge at peak traffic hours.

Traffic attempting to use the on-ramps to the Bay Bridge at peak afternoon hours clogs many streets in the downtown area and spills over onto some of the streets that serve the ballpark site. Streets in the area of the ballpark that experience peak period traffic congestion include:

Second Street northbound between Brannan and Harrison Streets; and Townsend Street at Third Street.

Other streets that experience peak period congestion in the areas of SOMA away from the ballpark site include the following:

Second Street southbound between Folsom and Harrison Streets;  
Harrison Street westbound between The Embarcadero and First Street;  
Harrison Street eastbound between Second Street and Essex Streets;  
Third Street between Howard and Market Streets;  
Fourth Street southbound between Folsom and Harrison Streets;  
Fifth Street both directions between Brannan and Folsom Streets;  
Sixth Street both directions at Brannan and at Harrison Streets.

The traffic queues on streets in the SOMA area do not occur every afternoon but are the result of the bottleneck at the eastbound approach to the Bay Bridge and incidents along the bridge that restrict the number of vehicles that can use the on-ramps to the bridge. The severity and duration of traffic queues varies widely. Based on traffic studies conducted by the staff of the Department of Parking and Traffic (DPT) from 1992 to 1994, significant traffic queues are most common on Friday afternoons. Nearly two-thirds of the Fridays observed had traffic backed up from the on-ramp at First and Harrison Streets over the one-half mile to Market Street. Observations taken in 1996 indicate the problem of traffic queues may be increasing.





# Figure 2-1

## Existing Transportation System

### LEGEND

- Muni Metro
- BART
- Caltrain
- Freeways
- MUNI Bus Routes
- SamTrans Bus Routes
- Golden Gate Transit Bus Routes



Pacific Bell Park Transportation Management Plan



Because it is not possible to add capacity to the Bay Bridge, alternative strategies are necessary to deal with significant traffic back ups. These approaches may be different from those used to solve a local traffic problem. For example, the addition of capacity to various City street intersections affected by traffic queues will not solve the basic problem of a limited capacity of the Bay Bridge and its various on-ramps. Rather than adding capacity at an intersection, traffic management techniques are required, such as establishing alternative routes to the bridge, providing directional signs to guide traffic to the preferred routes, stationing traffic control officers at intersections to ensure a traffic grid-lock condition does not result from the traffic queues and protecting against the blockage of local streets.

The DPT is currently engaged with the Redevelopment Agency's Rincon Point-South Beach Citizen Advisory Committee (CAC) to devise ways to relieve existing traffic problems. The following is a list of traffic management actions that have been discussed by the CAC and implemented by the City.

- Install tow-away on the east side of Second Street between Townsend and Harrison Streets, 4 to 7 PM;
- Install "Do Not Block Intersection" signs at Second and Bryant and Second and Brannan Streets;
- Paint "Keep Clear" on Second at Federal Streets;
- Add signs at Third and Bryant Streets indicating that Harrison Street rather than the Bryant/Sterling Street is a more efficient on-ramp; and
- Add enforcement of the "Do Not Block the Intersection" signs at Second and Harrison Streets and at Second and Bryant Streets.

## **Existing Public Transit**

One of the great advantages of the Pacific Bell Park site is its convenience to almost all public transit systems serving the San Francisco Bay Area. As shown on Figure 2 - 1, the project site is adjacent to the Muni Metro rail line, within a block of five Muni bus routes, just over one block from the Caltrain depot, and about a 20 minute walk from BART and the Golden Gate, SamTrans and AC Transit regional bus routes.

Because the site is located on San Francisco Bay, ferry service will be a natural addition to the extensive existing transit service. Ferries would arrive from each of the existing ferry terminals located around the Bay and may also provide a water taxi service from Fisherman's Wharf and the Ferry Building in San Francisco.





## Existing Parking Conditions

Several surveys of existing parking conditions were conducted in recent years for the area within a 15 to 20 minute walk of Pacific Bell Park. The most recent survey was undertaken in 1996 for the Draft Environmental Impact Report (DEIR) on the ballpark. A summary of available parking is shown in Table 2 - 1.

Table 2 - 1  
Existing Available Parking Near Pacific Bell Park

<u>Walking Distance from Pacific Bell Park Site</u>	<u>Weekday Midday</u>	<u>Weekday Evening</u>	<u>Saturday Midday</u>
Less than 5 Minutes	190	640	357
5 to 10 Minutes	466	2,068	1,522
10 to 15 Minutes	<u>1,914</u>	<u>5,722</u>	<u>4,686</u>
Totals Within 15 Minutes	2,570	8,430	6,565

Source: EIP Associates, San Francisco Giants Ballpark at China Basin, DEIR. December 1996. Pages III - 97 and III - 98.

## Projected Ballpark Traffic

**Description of the Project.** Pacific Bell Park will be a maximum 42,000-seat baseball park. This TMP presents the plan needed to manage the traffic generated by a sellout baseball crowd, although sellouts are expected for no more than 30 games per baseball season. This means that the transportation impacts and traffic management strategies described in the TMP exceed the actual conditions expected at nearly two out of every three Giants games in the new ballpark. As experience operating the ballpark is obtained, transportation management procedures needed for scenarios where there is less than a sellout crowd will be added to the Plan.

It is important to understand that a sellout crowd is never equivalent to all 42,000 seats being filled. Typical "no-show" factors range from 7 percent to 25 percent even in the most staunchly loyal baseball cities such as Denver and Cleveland. For analysis purposes, a conservative no-show factor of 6 percent is used in the TMP. This is the same no-show factor used in the project DEIR and is equivalent to a crowd of 39,500 fans.



The TMP is described for three different game start times: weekday afternoons; weekday nights; and weekend day afternoons. To simplify their description, these game times will be designated as weekday, weeknight and weekend games, respectively. The most frequent game time will be weeknights, when approximately 42 games will be scheduled each year. These games will typically begin at 7:35 PM. There will be relatively few weekday games, approximately 13 in each baseball season. These games will begin at 12:35 PM. There will be approximately 26 weekend games, which will begin at 1:05 PM. Because most games, 68 out of 81 annual home dates or 84 percent, will be played at night or on weekends, the bulk of ballpark traffic will usually not coincide with the peak times of other traffic.

***Transportation System Improvements.*** Several significant transportation system improvements have recently been constructed in the vicinity of the ballpark. These include:

- I-280 freeway interchange with King Street including two lanes for traffic in both the northbound and southbound directions;
- King Street constructed with six peak period travel lanes from the new I-280 ramps to Third Street;
- Extension of the Muni Metro light rail service on The Embarcadero and King Street from Market Street to Sixth Street;
- Extension of Fifth Street from King to Berry Streets; and
- Reconstruction of Berry Street from Third to Sixth Streets.

Several other significant transportation system improvements are now under construction that will greatly improve the existing traffic conditions near the ballpark site. Transportation improvements that will be constructed by the time the ballpark opens in the spring of 2000 include:

- Reconstruction of the Mid-Embarcadero roadway to six peak period travel lanes; and
- Extension of the Muni F-Line streetcar on The Embarcadero from Market Street to Fisherman's Wharf with transfer to the Muni Metro.

## **How Many Trips Will the Ballpark Generate?**

The total number of people at the ballpark for a sellout game including fans, employees, players, concessionaire employees and media will be about 41,000. Not all of these people will arrive at or depart from the ballpark at the same time.

The estimate of the dispersal of fans by time period before and after games, shown in Table 2-2, indicates average travel habits from several major league ballparks including 3Com Park. Table 2 - 2 shows about 75 percent of





the crowd as arriving within one hour of a game's first pitch or departing within one hour of the last out. However, this percentage will in fact not be part of the traffic arriving or departing within one hour of a game at Pacific Bell Park. The reason is that many Giants fans will come early and leave late in order to enjoy the dining and entertainment facilities that will be available in the area nearby the ballpark.

**Table 2 - 2**  
**Arrival and Departure Times of Baseball Fans**

<u>Time Period</u>	<u>Weekday / Weeknight</u>		<u>Weekend</u>	
	<u>Auto</u>	<u>Transit / Walk</u>	<u>Auto</u>	<u>Transit / Walk</u>
Arrive more than 2 hours prior	4%	0%	17%	0%
Arrive between 1 and 2 hours prior	19%	10%	23%	10%
Arrive less than 1 hour prior	68%	90%	50%	90%
Arrive after the game begins	9%	0%	10%	0%
Depart before game ends	25%	15%	15%	10%
Depart less than 1 hour after game	72%	85%	82%	90%
Depart from 1 to 2 hours after game	3%	0%	3%	0%

Source: EIP Associates, Giants Ballpark at China Basin, DEIR. Table IV.E.3, page 16.

Despite the prospect of dining, shopping and other entertainment opportunities near Pacific Bell Park, the TMP is conservatively based on the arrival and departure patterns found at other ballparks and as shown in Table 2 - 2. The TMP further assumes that the employees and others at the ballpark will arrive before and depart after the peak one-hour flow of traffic to and from the ballpark.

The TMP is designed to deal with the peak traffic flows projected for the one hour time periods before and after a game. In the one hour before or the one hour after a sellout game as many as 33,800 people will arrive at or depart from the ballpark.

### **Where Will Fans Come From?**

The Giants existing fan base is heavily oriented toward the suburbs of San Francisco with particular emphasis on the Peninsula. The home locations of current Giants fans are 33 percent Peninsula, 17 percent East Bay, 4 percent North Bay, 15 percent San Francisco and 31 percent from outside the nine county Bay Area.

The near downtown location of Pacific Bell Park is expected to greatly increase the number of fans whose trip begins in San Francisco. Some of these newly San Francisco based fans will be City residents, but even more will be



working in or visiting the City. The projected origin and destination of Giants fans at the new ballpark is shown in Table 2 - 3.

Table 2 - 3  
**Giants Fans Trip Origins and Destinations**

<u>Location</u>	<u>Arrivals Before Games</u>			<u>Departures After Games</u>		
	<u>Weekday</u>	<u>Weeknight</u>	<u>Weekend</u>	<u>Weekday</u>	<u>Weeknight</u>	<u>Weekend</u>
San Francisco						
Downtown	37%	47%	19%	28%	7%	32%
Other	16%	15%	18%	18%	27%	16%
South Bay	23%	18%	29%	27%	31%	24%
East Bay	19%	16%	27%	22%	28%	22%
North Bay	5%	4%	7%	5%	6%	7%
Totals	100%	100%	100%	100%	100%	100%

Source: Wilbur Smith Associates, Background Transportation Report. December 1996 . Figures 3-3 and 3-4.

The attraction of the near downtown location of the ballpark is apparent by looking at the share of fans originating from San Francisco for weekday and weeknight games. It is interesting to note that, while nearly two-thirds of fans would originate in San Francisco for night games, the City would be the destination of just one-third of fans following a night game. This is because fans that work in the City and live in the suburbs are expected to make up a significant share of the users of Pacific Bell Park. On weekends the City is a less important origin of fan trips because more suburban-based fans are expected at these games. Approximately 270,000 people commute to jobs in San Francisco on a typical workday.

### **What Transportation Mode Will Fans Use?**

Most fans, about 94 percent, arrive at Giant games played at 3Com Park by automobile. The location of Pacific Bell Park will greatly reduce the reliance on the auto to access major league baseball in San Francisco.

Surveys conducted by the San Francisco Department of City Planning<sup>1</sup> at cultural and institutional venues in the greater downtown area indicate that a significant share of visitors to these kind of activities arrive by means other than the private auto. For San Francisco residents, auto use is just 36 percent of all access modes.

<sup>1</sup> Department of City Planning, *Citywide Travel Behavior Survey (CTBS)*. 1993.



Similarly, workers and visitors in San Francisco use their autos for just 24 percent and 32 percent of total access modes, respectively. Suburban-based visitors to the City's cultural sites use autos to a much greater extent than do San Francisco residents, visitors or workers. Auto use from the suburbs for these trips varies from 62 percent for East Bay trips to 82 percent for North Bay trips.

The information on existing travel characteristics at San Francisco cultural sites is combined with data from other cities with downtown ballparks and used to develop the modal access estimates for Pacific Bell Park. The overall modal split estimates for Pacific Bell Park are shown in Table 2 - 4.

**Table 2 - 4**  
**Ballpark Travel Demand by Mode**

<u>Travel Mode</u>	<u>Weekday</u> <u>Post-Game</u>	<u>Weeknight</u> <u>Pre-Game</u>	<u>Post-Game</u>	<u>Weekend</u> <u>Post-Game</u>
San Francisco				
Muni Metro	8.6%	9.7%	3.0%	7.8%
Muni Bus	9.2%	9.0%	6.8%	7.0%
Caltrain	6.5%	1.9%	3.3%	2.4%
BART	4.6%	2.0%	4.1%	0.9%
Ferries	3.0%	2.5%	2.3%	3.8%
AC and GG Transit	0.3%	0.1%	0.1%	0.1%
Charter Bus	1.9%	1.9%	1.9%	2.4%
Walk	12.1%	13.7%	2.2%	9.3%
Bicycle	0.5%	0.1%	0.1%	0.8%
Taxi	<u>0.9%</u>	<u>1.2%</u>	<u>0.4%</u>	<u>0.8%</u>
Non-Auto Subtotals	47.7%	42.0%	24.1%	35.3%
Automobile	<u>52.3%</u>	<u>58.0%</u>	<u>75.9%</u>	<u>64.7%</u>
Totals	100.0%	100.0%	100.0%	100.0%

Adjusted to include estimate of Ferry use. Source: EIP Associates, Giants Ballpark at China Basin, DEIR. Table IV.E.6, page 24.

## How Many Peak Hour Trips Will Be Generated?

Table 2 - 5 shows the number of trips by mode generated by a sellout crowd and projected to use the streets and public transit systems serving the ballpark within the hour before or the hour after a game. It is this peak one hour travel demand that the TMP is designed to serve.





Table 2 - 5  
**Ballpark Trips by Mode**  
 Within One Hour of the Beginning or End of a Sellout Game

Travel Mode	Weekday	Weeknight		Weekend
	<u>Post Game</u>	<u>Pre Game</u>	<u>Post Game</u>	<u>Post Game</u>
San Francisco				
Muni Metro*	2,800	3,200	1,100	2,600
Muni Bus*	2,900	3,100	2,100	2,400
Caltrain	2,100	700	1,200	900
BART	2,000	1,100	1,600	700
Ferries	1,100	1,000	900	1,400
AC and GG Transit	100	<100	<100	<100
Charter Bus	800	800	800	1,000
Walk	4,000	4,900	800	4,200
Bicycle	300	<100	<100	400
Taxi	300	400	100	300
Automobile Occupants	14,200	14,900	21,000	19,900
Totals	30,600	30,100	29,600	33,800
Number of Automobiles	5,400	6,000	7,500	7,100

\* Muni Metro and Bus shuttle an additional 600 to 1,800 passengers to BART.

Source: EIP Associates, Giants Ballpark at China Basin, DEIR. Tables IV.E.8 and IV.E.25. Adjusted to include estimate of Ferry use. All data rounded to 100s.

## How Many Parking Spaces Will Be Needed?

Parking requirements for a sellout crowd plus the employees and other people that need to work at the park is based on the modal shares and vehicle occupancy assumptions described above. Parking requirements are 8,100 spaces for a weekday game, 10,300 for week night games and 10,400 for weekend games. The Giants will provide 5,000 dedicated parking spaces within a 12-minute walk of the ballpark. The Giants will work with the operators of garages and lots in the SOMA and downtown areas to provide at least 1,000 additional spaces programmed to be available for week night and weekend ballgames. The remaining parking will be provided by existing public and private parking lots and garages near the ballpark.

A detailed description of the parking plan for Pacific Bell Park is provided in Chapter 6 of the TMP.





## **Other Land Use and Transportation Changes**

Pacific Bell Park is being constructed at the same time that many other changes are taking place in the nearby area. The Mission Bay project has recently been approved, and construction is scheduled to begin within the next year. This project will have a dramatic impact on land use in the area immediately west and south of the ballpark. The build out of Mission Bay over the next ten to twenty years will change the existing city street network in this area, resulting in the closure of several existing streets and the creation of several new city streets. For example, the Mission Bay Plan calls for the realignment of Fourth Street south of China Basin Channel to that it is parallel to Third Street. A map showing the proposed Mission Bay land uses and street network is shown in Figure A-1 in the Appendix.

Another important project in the vicinity of the ballpark is the proposed extension of the Muni Metro system along Third Street toward the San Mateo County line. This extension will operate along King Street to Fourth Street, then over the Peter Maloney Fourth Street Bridge. The transit line will operate on a new east-west roadway that will be constructed between Fourth and Third Streets just south of China Basin Channel. South of this point, the new rail line will use the median of Third Street. Construction of this project is expected to begin in mid-2000. The new rail line will have an exclusive right-of-way along Third Street south of the ballpark, which will require the elimination of one existing traffic lane in each direction along Third Street south of 16<sup>th</sup> Street.



### **3. Approach and Objectives**

The Pacific Bell Park TMP is based on a balanced plan using all available transportation system modes including autos, trains, buses, ferries, bicycles and walking. Because the ballpark is located near to virtually every transportation system operating in San Francisco, the access plan for Pacific Bell Park can rely upon a number of modes and is not limited to a primarily automobile access system, as do most sports facilities. The basic approach of the TMP is expressed through the following objectives:

- 1 - Minimize the impact of the project on existing neighborhoods.
- 2 - Make maximum use of non-auto transportation modes to access the ballpark including trains, buses, ferries, bicycles and walking.
- 3 - Constrain baseball traffic to the extent possible to streets designated as arterials by the San Francisco General Plan.
- 4 - Provide adequate parking so that baseball traffic will not seek parking in residential neighborhoods. Protect residential and commercial area parking supplies from baseball crowds.
- 5 - Provide safe paths and facilities for non-motorized modes including pedestrians, bicycles, roller blades, and skateboards.

Three distinguishing features shape the TMP:

- 1 - While relying to the maximum extent possible on public transit and other non-automotive modes, the Plan for access to the ballpark also provides for adequate parking and efficient automobile access routes.
- 2 - The traffic management portion of the TMP is based on separating vehicle flows between those going to an event at the ballpark and those not going to a ballgame but need to travel near to or beyond the Park. A basic concept of the TMP is to separate these two groups so that the streets leading directly to the major ballpark parking areas will be used primarily by ballpark traffic only. The TMP is intended to expedite the vehicular movement of both of these groups of motorists.
- 3 - The TMP is meant to be a timely, working document. That is, it will be continually updated as new information is developed or as new agreements are made with various transportation providers.



The intent of the TMP is to resolve all transportation problems to the maximum extent possible. Some issues will be easy to work out, others may take some time. As solutions to problems are found, the TMP will be amended to incorporate the latest information.





## 4. Transit

The near downtown location of Pacific Bell Park ensures that the use of public transit will be a major means of access to ballgames. Public transit passengers are projected to make up about 20 percent of fans at week night and weekend games and nearly one-third of the fans going to weekday games. A "maximum transit scenario" estimate was also prepared to help transit operators prepare for higher than anticipated transit ridership. Under this scenario, transit ridership would increase to 34-38 percent of the crowd for weeknight and weekend games and to 41 percent of the crowd on weekday games. In order to respond to this significant demand for transit service, the transit systems serving the ballpark will need to augment their existing schedules. This chapter describes how each system will serve the ballpark. Each transit operator in coordination with the BTCC will develop exact plans for service. The public transit system that will serve the ballpark is shown on Figure 4 - 1.

### San Francisco Municipal Railway (Muni)

***Muni Metro Capacity.*** Muni Metro light rail trains and Muni trolley coaches and buses are key to the success of Pacific Bell Park's transit plan. Muni began operation of the MMX (Muni Metro Extension) from the Market Street subway to the Caltrain station at Fourth and King Streets in 1998. The MMX has a station at the ballpark site on King Street just west of Second Street. Existing E-line service between the Embarcadero BART/Muni Metro Station and the Caltrain Station has recently become an extension of the N-Judah Muni Metro route.

The MMX has the potential to transport a significant number of people in a short time period. For example, assuming space for 119 people as the practical capacity of the new Breda cars, four car trains at three-minute headways could serve 3,300 riders in 21 minutes. The Metro can serve an even greater peak load if a crush load capacity for each car were assumed. The safe crush load capacity of the new Breda car is 150 persons per car while a maximum crush capacity of 220 people per car is possible. At maximum crush load, the Muni Metro capacity moves to more than 6,000 passengers in 21 minutes.

Muni has requested operating funds to run ten four-car trains on game days between Pacific Bell Park and the Castro Street Station. Assuming a 40-minute round trip travel time for this special service, ten trains would provide an average headway of four minutes between trains, or fifteen trains per hour. The capacity of these ten trains would thus range between 7,140 passengers per hour at the practical capacity of 119 passengers per car to 13,200 passengers per hour at the maximum crush load capacity of 220 passengers per car. In addition, normal Muni Metro N-Judah service of two-car trains operating on ten minute headways





# Figure 4-1

## Proposed Public Transit System

### LEGEND

-  Muni Metro
-  MUNI Bus Bridge Route
-  (..... alternate route)
-  BART
-  Caltrain
-  Ferry
-  Freeways
-  10 Minute Walk Zone
-  MUNI Bus Routes
-  Bus Bridge Boarding Stops
-  SamTrans Bus Routes
-  Golden Gate Bus Routes
-  AC Transit



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will also operate along the Muni Metro route serving Pacific Bell Park. These six trains per hour would provide an additional capacity of 1,430–2,640 passengers per hour. The total Muni Metro capacity for the special ball park service in addition to the normal N-Judah service to the ball park would thus range from 8,570 to 15,840 passengers per hour.

***Muni Metro Demand.*** The greatest demand for Metro service will occur during travel to and from weekday games and prior to weeknight games. Transit use is expected to be less after a night game and on weekends. For weeknight games, it is expected that many fans arriving on the Metro will meet friends and/or relatives who drove to the game and will return home in these cars. On weekdays, when parking will be more limited than on weekends, the scarcity of parking will encourage greater use of transit.

The peak one-hour demand for the Metro will be before a sellout weekday game when about 4,500 fans are projected to use the Metro. These Metro passengers will be made up of about 3,300 San Francisco based passengers plus about 1,200 BART patrons using the Metro as a shuttle to BART. The peak one-hour load departing from a game on the Metro, about 4,100 fans and employees, will occur after a weekday sellout game. Assuming safe crush loads per car, the Metro has the potential capacity to serve these demands in less than 30 minutes.

An estimated demand of approximately 3,900 passengers will ride the Metro to the ballpark in the one hour before a week night game, 3,200 of which are estimated to be San Francisco-based fans and 700 fans using the Metro to shuttle from BART. With the recent delivery of 40 new Breda cars, the Metro has the equipment needed to meet all peak period service requirements.

Under the maximum transit scenario, Muni Metro would carry 5,300 passengers to and from weekday games, 4,800 before a weeknight game, 4,200 after a weeknight game, and 3,800 before and after weekend games. At the safe crush load capacity of 150 passengers per car, Muni Metro has the potential capacity to serve these demands in less than 30 minutes.

In order to ensure that the peak loads of fans can be served efficiently, the operation of the Metro station at Second and King Street will need modification. Fans arriving on the Metro before a game will disembark onto the existing Metro platform at Second and King Streets, walk to either end of the platform and cross the northbound Metro track to the south side of King Street at signalized crossings. The existing platform is large enough to handle the flow of fans arriving before a game.

Prior to a game fans from the trains will be joined by fans arriving by bus and others walking to the park. Traffic officers will be stationed at the intersections of King and Second and King and Third Streets to control



pedestrian flow so that the Metro vehicles can safely operate through these intersections. Pedestrians will also be controlled by a barrier down the center of the Metro right-of-way between Third Street and the mid-block crosswalk halfway between Third and Second Streets. Pedestrian crossings on King Street will be permitted only at designated safe crossing locations.

After a game, the demand for Metro and other transit services will be more concentrated and will require modification of the Metro platform. To ensure the maximum loading speed, eastbound King Street will be closed to traffic between Third and Second Streets for approximately one hour after each game to allow northbound trains to be loaded through all doors on the right side of the vehicles. The Breda cars can be fully loaded in one minute with all doors open.

Because right side loading will occur at the street level, existing trackside surfaces will require modification. The south side of the track reservation is currently paved with cobblestones. This area of the reservation will be modified to provide a smooth surface suitable for safe walking between the street and a train waiting on the northbound tracks.

Pedestrians will flow across the south side of King Street to form queues on the street at each Metro car door position. Traffic cones or markers on the street may be needed to guide pedestrians into the correct locations. Platform loading will be reserved for handicapped individuals or for those who have trouble using the vehicle stairs. Three minutes between trains will be more than enough time to fully load the Metro cars, assuming that all right side doors are used. Loading may need to be monitored by Muni staff to ensure that the doors are cleared before the car can proceed.

The crush loading conditions following a game will preclude on-vehicle fare collection. The Municipal Railway will consider other procedures for collecting fares. The "proof-of-payment" system is currently used on the MMX. This system requires all passengers to have a valid ticket and to display it when required by an inspector. Failure to possess a ticket results in a costly penalty. Requiring fans to purchase a Muni Metro ticket at Pacific Bell Park after a game would be problematic, as there are currently only three ticket vending machines on the platform at King and Second Streets.

***Muni Bus Bridge.*** A second major transit operation to be provided by the Municipal Railway is a "bus bridge" between the ballpark and Market Street. A great share of Giants fans is expected to come from the downtown and Market Street areas. The Bus Bridge, provided by a continuous flow of diesel coaches, will supplement the Metro service between the ballpark and Market Street. These vehicles will be available by re-deploying the existing "Ballpark Specials" that currently serve 3Com Park on game days.





The bus bridge will operate on a continuous loop southbound on Fourth Street and/or Second Street toward the ballpark and northbound on Third Street away from the ballpark as far as Market Street. To ensure that traffic congestion does not slow the operation of the Bus Bridge, transit lanes are proposed on Third Street between Folsom and Market Streets. The bus bridge is shown in Figure 4 - 1. The main route would use southbound Second Street between Market and Howard Streets, westbound Howard Street between Second and Fourth Streets, southbound Fourth Street between Howard and Townsend Streets, and eastbound Townsend Street between Fourth and Third Streets. At times when there is congestion along this route, southbound Second Street would be used from Market Street all the way to Townsend Street. In both cases, the northern terminal for the Bus Bridge would be on the west side of Second Street just south of Market Street, and the southern terminal would be on the east side of Third Street between Townsend and Brannan Streets.

The Second Street terminal will be adjacent to the Montgomery BART/Muni Metro Station. The southern terminal on Third Street will be about one block away from the ballpark. A bus bulb is proposed on the east side of Third Street between Townsend and Brannan Streets in order to accommodate passenger loading and unloading for the bus bridge out of the way of pedestrian traffic on the east side of Third Street. Service will be non-stop between Market Street and the ballpark. Standard round-trip fares will be paid pre-game and the ticket shown as required to inspectors at the loading or off-loading zones after games.

Assuming a 30-minute round trip travel time for the bus loop, approximately 15 coaches will be needed to provide two-minute headways. Assuming a standard coach capacity of 63 persons for pre-game conditions and 80 passengers per coach under post-game crush loads, the capacity of the bus bridge would be 1,900 passengers per hour pre-game and 2,400 passengers per hour post-game.

**Other Muni Bus Routes.** In addition to the Metro and the bus bridge, the Muni will also serve the ballpark via regularly scheduled service on the 15-Third, 30-Stockton, 42-Downtown Loop and the 45-Union-Stockton trolley coach and articulated diesel coach services. Each of these routes stops within one block of the ballpark site. The routes are shown on Figure 4-1 and are described below.

The 15-Third route will serve the ballpark from Fisherman's Wharf, North Beach and the Financial District along Sansome Street from the north. This route will also serve the ballpark from the City College of San Francisco and from the Excelsior, Visitacion Valley, Bayview neighborhoods along the Geneva Avenue and Third Street corridors. (The Third Street section of this route will be replaced by the 3<sup>rd</sup> Street Light Rail extension between 4<sup>th</sup> and Townsend Streets and the Bayshore Caltrain Station in 2004.) The 30-Stockton will serve the ballpark from the Marina District, Fisherman's Wharf, North Beach, Chinatown



and the Union Square area along Chestnut Street, North Point Street, Columbus Avenue, Stockton Street and Fourth Street.

Buses operating in the clockwise direction on the 42-Downtown Loop route will serve the ballpark from Fisherman's Wharf and the Financial District by way of North Point and Sansome Streets. Buses operating in the counter-clockwise direction on the 42-Downtown Loop will serve the ballpark from Fisherman's Wharf and the Civic Center by way of Van Ness Avenue and 11<sup>th</sup>, Bryant and Townsend Streets. Buses on the 45-Union-Stockton route will serve the ballpark from Union Street, North Beach, Chinatown and the Union Square area by way of Union, Stockton and Fourth Streets.

The existing schedule for these four bus routes provide 42 bus trips serving the ballpark vicinity per hour throughout the weekday midday period. The four routes combine to provide 37 bus trips per hour throughout the day on Saturdays, 33 bus trips per hour during the midday on Sundays, and 23 bus trips per hour on weeknights. Muni may provide "tripper" (extra, single trip) buses on some of these routes on an as-needed basis. Additionally, some of the runs of the 38L-Geary Limited may be extended to Pacific Bell Park. These 38L trips would end at the ballpark rather than at the Transbay Terminal, the line's normal end point.

The maximum demand for these routes will occur before a sellout weekday game when 1,900 passengers above the standard capacity of the bus bridge are projected to use Muni bus service. Some potential bus passengers would use available capacity on regularly scheduled or supplemented routes; others could choose to use the Metro or to crowd the bus bridge above the standard coach capacity for short periods of time. The combination of the Metro, the bus bridge and augmented regular Muni bus services will provide the capacity needed to serve the total projected demand for Muni at sellout games.

One-way fares on Muni are \$1.00 for adults and 35 cents for seniors, the disabled and children aged five through 17. Children under five are free. Transfers between Muni routes are free.

## **Caltrain**

The Caltrain San Francisco terminal is located less than a five-minute walk from Pacific Bell Park. The convenient location makes Caltrain service an important link in the transportation system serving the ballpark. Caltrain is projected to serve over 2,000 fans for a weekday sellout game. Approximately 1,200 passengers are expected to use Caltrain for weeknight and weekend sellout games. Under the "maximum transit scenario," Caltrain ridership could be as high as 2,600 passengers for weekday sellout games, and between 2,200 and 2,400 riders for weeknight and weekend games.





Caltrain cars have a seated capacity of 140 persons and a crush load capacity of approximately 168 passengers per car. A 10-car train is thus able to accommodate a seating capacity of 1,400 riders, and a crush load capacity of about 1,700 riders.

Caltrain plans to expand its weekday schedule of 66 trains before the ballpark opens in the spring of 2000. This Chapter describes how the current schedule could be augmented to serve the ballpark. However, because the basic Caltrain service may expand by 2000, augmentation may or may not be needed when the ballpark opens. Under sellout conditions, Caltrain expects to add capacity via extra trains or additional cars on scheduled trains.

Should Caltrain ultimately be extended to a downtown terminal, service to a station in the Mission Bay area is expected to continue. The TMP assumes that Caltrain will continue to provide service at or near the location of the existing San Francisco terminal at Fourth and King Streets.

**Weekday Games.** The 13 weekday games scheduled for the 2000 season will begin at 12:35 p.m. and end about 3:30 p.m. Caltrain currently operates Trains 55 and 57 arriving at the Fourth and King Street station at 11:30 a.m. and 12:30 p.m., respectively. Trains 54, 56, 58, 60, 62 and 64 depart from the San Francisco terminal at 3:00 p.m., 3:30 p.m., 4:00 p.m., 4:20 p.m., 4:25 p.m., and 4:49 p.m., respectively. These trains are typically made up of four or five cars. On the 13 days per year that a weekday game is scheduled, additional cars may be required for these trains in order to serve ballgame passengers, or an extra train under sellout conditions.

To provide a service more closely tailored to baseball schedules, Caltrain may consider a supplement to Train 57 and operate it in express mode from a mid-line point in order to arrive at the San Francisco terminal at about 12:10 p.m. This would make the travel time from San Jose about one hour and ten minutes. The return trip to San Jose on Train 54 is scheduled at one hour and 18 minutes. While adding a midday northbound express train may be possible, Caltrain uses all of its cars during the peak period, making the addition of cars to peak period trains problematic without additional equipment.

**Week Night Games.** About 42 weeknight games will be played in year 2000 starting at 7:35 p.m. and ending about 10:30 p.m. Caltrain does not provide service after 10:00 p.m. from San Francisco except on Friday and Saturday nights when a mid-night departure is scheduled. To serve weeknight games, Caltrain will have to provide an additional train after the game and more capacity before the game. An added train would be scheduled to leave about 30 minutes after a game ends, about 11:00 p.m., or no later than a specified time, e.g. 11:15 p.m. This service would be similar to the service Caltrain provides for special events at the San Jose Arena. In San Jose, Caltrain holds Train 87 for





up to 15 minutes after San Jose Sharks games, and recently rescheduled the train due to excessive delays and resultant complaints.

The current Caltrain service provides four trains that can bring fans to a weeknight game at convenient times. These are Trains 73, 75, 77 and 79, scheduled to arrive at Fourth and King Streets at 6:03 p.m., 6:22 p.m., 6:47 p.m. and 7:09 p.m. For fans that would like to arrive early to watch batting practice, to eat or to enjoy other features of the new ballpark, Caltrain has trains scheduled to arrive in San Francisco every 30 minutes or less from 4:30 p.m. until 7:06 p.m. Due to strong reverse peak traffic patronage, northbound capacity during the p.m. peak period may be a concern, and might require additional capacity.

**Weekend Games.** Baseball will be scheduled at Pacific Bell park on 13 Saturdays and on 13 Sundays each season starting in 2000. Games will begin at 1:05 p.m. and end about 4:00 p.m. Caltrain currently operates Trains 155 and 157 on Saturdays and Trains 255 and 257 on Sundays arriving at the Fourth and King Street Station at 11:30 a.m. and 12:30 p.m., respectively. Trains 158, 166 and 176 depart from the San Francisco terminal at 4:00 p.m., 5:00 p.m. and 6:00 p.m., respectively, on Saturdays. Trains 258, 266 and 276 depart from the San Francisco terminal at 4:00 p.m., 5:00 p.m. and 6:00 p.m., respectively, on Sundays.

To provide a service more closely tailored to baseball schedules, Caltrain could provide an additional weekend southbound train. This added train would be scheduled to leave about 30 minutes after a game ended, about 4:30 p.m., or no later than a specified time, e.g. 4:45 p.m.

Existing weekend trains are typically made up of four or five cars. On the 26 days per year that a weekend game is scheduled, Caltrain may need to add cars to some of these trains in order to serve ballgame passengers. Based on existing schedules, Caltrain service to weekend games could be accomplished by simply adding available cars to existing trains. Under sellout conditions, an additional train may be needed.

**Fares.** Existing one-way adult fares on Caltrain are \$2.75 from San Mateo, \$4.00 from Palo Alto and \$5.25 from downtown San Jose. Fares for seniors, disabled and children age eleven and under are approximately one-half the adult fares. Discounts are available for multi-ride and monthly tickets.

**Parking.** Parking availability is very limited at many suburban Caltrain stations on weekdays. Passengers wishing to ride Caltrain to weekday Giants games will need to either park at some distance from the train stations; arrive by feeder bus, taxi, bicycle, walk or drop-off modes; or drive to the nearest Caltrain station that has available parking.



## **BART -- Bay Area Rapid Transit**

BART operates rapid transit trains to stations in the Market Street subway, about one-mile from the ballpark. It is about a 25-minute walk or a ten-minute ride on the bus bridge from the Montgomery Street BART Station to the ballpark. From BART's Embarcadero station it is an eight-minute ride on the Muni Metro to the ballpark. A significant portion of fans that use BART will transfer to the Metro or other Muni services.

***Projected Ridership.*** Over 2,000 passengers on weekday sellout games are expected to use BART. BART should attract about 1,600 passengers leaving weeknight games and about 800 passengers on weekends. Under the "maximum transit scenario," BART ridership could be as high as 3,200 passengers for weekday sellout games, and between 2,800 and 3,100 riders for sellout weeknight and weekend games. Approximately one-half of the anticipated BART ridership is projected to originate at East Bay stations, and the other half from West Bay Stations.

Travel to weekday, weeknight and weekend games and travel from weeknight and weekend games would occur when BART operates off-peak service. Travel from a weekday game would occur in the shoulder mode when service is transitioning from off-peak to peak service.

During peak hours, BART operates four routes of service to the East Bay on 15-minute headways for each route as well as the Daly City/Colma route. The peak period starts at about 4:00 PM and the peak hour starts at about 5:00 PM. The impact on BART's peak period will be primarily during the shoulder period (between 4-5 PM), although some impact may be felt during the peak hour.

During the shoulder period, BART operates the four routes to the East Bay plus two additional 10-car trains, for a total of 18 eastbound trains. The additional trains are one-way trains and are called peak period rush trains. Based on train sizing (either 8-car or 10-car trains) the total number of cars travelling to the East Bay during the shoulder is 164. The average load factor during this time is 1.12, with a capacity cap of about 1.30. The load factor capacity then is 0.18. With the 164 cars having an average of 70 seats per car, the total shoulder period unused capacity is 2,066 passengers in the East Bay direction. There are 16 westbound trains in the shoulder period. Unused westbound capacity is approximately equal to the unused eastbound capacity.

During the peak hour, there are five additional 10-car peak period rush trains for a total of 21 eastbound trains. These trains have an average load factor of 1.31 and essentially have no additional capacity. Westbound trains have a similar peak-hour capacity.





When weekend and weeknight ballgames are scheduled, BART will provide longer trains or extra cars on specified trains to serve baseball travel demands. When weekday games are scheduled, BART will provide longer trains before the game to get attendees to the game, but will not provide any additional service after the game. Passengers will need to use whatever capacity is available during this PM peak period.

The Giants will assist BART in marketing services by providing announcements in the media, information kiosks at the ballpark and BART ticket machines in the ballpark as needed.

**Parking.** Free parking is provided at all East Bay BART stations except those located in downtown Oakland and Berkeley. There is a 25 cents charge for parking at the Lake Merritt Bart Station. Ample parking at the remaining stations is generally available on weekends and evenings. Parking has generally been sufficient to accommodate patrons traveling to weekday Oakland A's games and could be expected to be the same for Giants games. Stations where the parking lots do not fill on weekdays include Fremont, South Hayward, Hayward, Bay Fair, Coliseum and Richmond.

**Fares.** Current adult one-way BART fares to the Embarcadero and Montgomery Stations are \$2.25 from Colma, \$2.20 from downtown Oakland, \$3.10 from Richmond, \$4.30 from Pittsburg, \$4.05 from Dublin/Pleasanton and \$4.05 from Fremont. Seniors, the disabled and children aged 5-12 can purchase multiple ride discount tickets at 25 percent of the adult ticket price at selected locations. Discount BART tickets sold at the Montgomery and Embarcadero BART stations between 7 AM and 7 PM Monday through Friday only.

## **Ferries**

Ferry service to Pacific Bell Park is proposed from each of the existing ferry terminals located around San Francisco Bay. Service will be provided by up to five boats from as many as seven existing ferry landings. Boats will load or off-load passengers at a ferry landing float to be located at the mouth of the China Basin Channel near the ballpark, as shown on Figure 4-1.

Because of its convenience, ferry service will undoubtedly become a popular way to reach the ballpark. Up to 1,500 fans are projected to use the ferry for sellout weekend games. Between 900 and 1,200 fans would use the ferry for sellout weekday and weeknight games. Under the "maximum transit scenario," ferry ridership could be as high as 1,600 passengers for weekday sellout games, and between 1,400 and 1,600 riders for weeknight and weekend games.





***The Ferry Landing for Pacific Bell Park.*** The proposed Ferry Terminal adjacent to Pacific Bell Park is currently under final design, with construction scheduled to begin in September 1999. Multiple passenger loading ramp systems will be provided on the landing float to allow for simultaneous loading or off-loading of two ferries boarding about 500 passengers every ten minutes following a game. A potential schedule for service to and from both a day game and a week night game is shown in the Appendix to the TMP. In addition to service for baseball games, an ongoing service to the ballpark ferry dock could be provided at times when no baseball is scheduled. A complete system of directional signs and passenger information will be provided on the pier.

***Ferry Service Routes and Schedules.*** Ferry service could be provided to the ballpark from all existing ferry landings on San Francisco Bay. These include Vallejo; Larkspur and Sausalito and/or Tiburon in the North Bay; Oakland, Alameda and Harbor Bay Island in the East Bay; and Fisherman's Wharf/Pier 39 and the Ferry Building in San Francisco. A San Francisco waterfront shuttle service could be provided by either a dedicated boat or as a continuation of a route from a suburban terminal that would stop by the Wharf and the Ferry Building on its way to the ballpark.

Existing suburban ferry landings will be used by the ballpark ferry system. Should additional ferry terminals be developed, they could be added to the service. Currently, a terminal in Berkeley near the Golden Gate Fields racetrack is under consideration as part of the Regional Ferry Plan. Advantages of such a terminal would be its location adjacent to the Eastshore Freeway and its space for a large parking lot. Alternatively, the Berkeley Marina currently has some available parking and may be developed as a ferry terminal for the ballpark.

***Parking.*** To make ferry service successful, parking at the suburban ferry terminals is a critical need. Parking for weeknight and weekend games is available at Vallejo, Larkspur, Oakland, Alameda and Harbor Bay Island. Tiburon will have a limited supply of parking available for weeknight games. Weekday game parking will be available at Vallejo, Oakland and to a limited extent at Tiburon.

## **Other Transit Operators**

Special services direct to the ballpark are not expected to be provided by AC Transit, Golden Gate Transit or SamTrans. Other services described above should be more than adequate to serve Pacific Bell Park.

***Golden Gate Transit Buses.*** Golden Gate Transit "Basic" bus service operates 24-hours per day between various locations in the North Bay along Mission Street through downtown San Francisco on weekdays, weeknights and weekends. Golden Gate Transit buses will carry an estimated 100 baseball fans



to Mission and Second Streets, where they could transfer to the Muni Bus Bridge, or to the Transbay Terminal, where they could transfer to the 42-Downtown Loop route. Fares on Golden Gate Transit are determined by zones and vary according to the length of the trip and the number of zones crossed. Commuters receive a 20 percent discount by purchasing "Ride Value Discount Ticket Books." Seniors and persons with disabilities receive a 50 percent discount fare. Youths (ages 6- 18) receive a 25 percent discount and children (age 5 or under) travel free when accompanied by an adult. Although there is no transfer agreement between Golden Gate Transit bus service and Muni, Ride Value Discount Ticket holders may purchase a "Muni sticker" allowing passage on all Muni routes, except cable cars.

***Golden Gate Transit Ferries.*** Golden Gate Transit operates ferry service between the San Francisco Ferry Building and Larkspur or Sausalito in Marin County. This service presently consists of four vessels dedicated to San Francisco–Larkspur service and one vessel for San Francisco–Sausalito service. It is primarily a commuter service with 40 weekday and 10 weekend trips on the Larkspur run and 20 weekday and 14 weekend trips on the Sausalito run. Golden Gate Transit operates a 1300-space parking facility at the Larkspur Ferry Terminal. Parking facilities in Sausalito are privately operated in cooperation with the City of Sausalito. The Ferry Building is located about 1.3 miles north of Pacific Bell Park. Access from the Ferry Building to Pacific Bell Park is available by way of either Muni Metro from the Embarcadero Station or by walking along The Embarcadero Promenade/Herb Caen Way.

Existing weekday ferry schedules serve baseball games starting at either 12:35 PM or 7:35 PM. On weekdays, the Larkspur ferry arrival at the Ferry Building closest to 12:35 PM is at 11:05 AM. Arrival time closest to 7:35 PM is at 6:25 PM. For the Sausalito ferry, the closest arrival times are at 11:35 AM for 12:35 PM games and at 6:35 PM for 7:35 PM games. Return ferry services for 7:35 PM games are generally not available. The last weeknight Larkspur ferry leaves the Ferry Building at 8:45 PM (except on Friday from May through September when the last Larkspur ferry leaves the Ferry Building at 11:15 PM), while the last Sausalito ferry leaves the City at 8:00 p.m. Weekend and holiday ferry schedules accommodate the 1:05 PM ballgame start times conveniently. On weekdays and holidays, Larkspur ferries arrive at the Ferry building at 10:35 AM and 12:35 PM and depart for Larkspur at 4:45 PM and 6:45 PM. The weekend and holiday Sausalito ferry schedule include arrivals at the Ferry Building at 11:20 AM and 12:45 PM and departures from the Ferry Building at 11:20 AM and 12:45 PM and departures from the Ferry building at 4:00 PM, 5:30 PM and 6:55 PM.

Existing one-way adult fares on the Golden Gate Ferry between San Francisco and Larkspur are \$2.75 on weekdays and \$4.70 on weekends and holidays. Commuters can receive a 20 percent discount by purchasing "Ride Value Discount Ticket Books." Ride Value Discount tickets are also valid on





weekend trips. Seniors and persons with disabilities receive a 50 percent discount. Youths (ages 6 - 12) receive a 25 percent discount on weekdays and travel free when accompanied by a full-fare adult on weekends. Children (age 5 or under) travel free when accompanied by an adult on weekdays or when accompanied by a full-fare adult on weekends. Golden Gate Ferry patrons receive a free round-trip transfer which is valid on all Muni routes, except cable cars.

**AC Transit.** The great majority of East Bay transit trips are assumed to use BART rather than AC Transit. AC Transit riders could transfer to 42-Downtown Loop buses at First and Mission Streets or walk one block to either Muni Metro at Market and Fremont Streets or to the Bus Bridge on Second Street between Market and Mission Streets. Approximately 80 passengers are expected to ride AC Transit buses from the East Bay to a sold out Pacific Bell Park event. There is no transfer agreement AC Transit buses and the Muni system. AC Transit plans to increase the number of evening buses on many of its transbay routes over the next year or two. Transbay fares on most AC Transit routes are \$2.50 for adults, \$1.35 for seniors, disabled and children aged 5-12. Children under age five ride free when accompanied by a fare-paying passenger.

**SamTrans.** SamTrans is expected to serve no more than a handful of Peninsula trips because Caltrain or BART will provide most transit service to this area. SamTrans operates on Mission Street through downtown San Francisco, with stops at First, Third, Fifth and Seventh Streets.

Greyhound operates diesel bus service from throughout Northern California and the country to the Transbay Terminal, including over 20 trips per from Sacramento. Greyhound riders can transfer to the Muni 42-Downtown Loop on First Street at Mission Street or walk to the Bus Bridge loading zone on Second Street between Market and Mission Streets.

## **Transit Marketing**

The Giants are in the process of preparing a Transit Marketing and Incentives Program to encourage fans to use public transportation to Pacific Bell Park. The plan is being developed in cooperation with the Regional Marketing Committee, an association of marketing officials of all Bay Area transit agencies. Some of the specific elements of the plan are described in Chapter 8 Public Information.





## **Next Steps and Agency Responsibilities**

Listed below by agency are the transit capital improvements and plans needed to prepare for the opening of Pacific Bell Park in April 2000.

### ***Muni***

- King Street Muni Metro Platform Improvements;
- Secure operating funds for game day Muni Metro and Bus Bridge service;
- Prepare operating plan for additional service;
- Determine fare collection policies for game day services; and
- Participate in development of Transit Incentive/Marketing Program.

### ***Caltrain***

- Secure operating funds for game additional game day Caltrain services;
- Prepare operating plan for additional service; and
- Participate in development of Transit Incentive/Marketing Program.

### ***BART***

- Secure operating funds for game additional evening and weekend game day BART services;
- Prepare operating plan for additional service; and
- Participate in development of Transit Incentive/Marketing Program.

### ***Ferries***

The Port and Giants are responsible for designing constructing the Pacific Bell Park Ferry Terminal. The Giants will invite various ferry operators to provide game day service.

### ***Other Transit Operators***

It has not yet been determined whether Golden Gate Transit will provide special ferry or bus service to Pacific Bell Park. If they do provide special service, Golden Gate Transit will need to secure operating funds and develop an operating plan. Golden Gate Transit, AC Transit and SamTrans should participate in the development of the Transit Incentive/Marketing Program.

### ***Department of Parking and Traffic (DPT)***

- Design Bus Bridge sidewalk bulb on Third Street north of Townsend Street; and
- Participate in development of Transit Incentive/Marketing Program.



## ***Giants***

- Oversee development and operation of Ferry Terminal;
- Prepare Transit Incentives Program;
- Transportation Demand Management Plan for employees;
- and concessionaires; and
- Develop public information and outreach program.



## 5. Traffic

### Overview of the Traffic Management Plan

The TMP recommends techniques to manage the vehicular traffic flows for two different groups of motorists. These are:

- 1 - Drivers not going to a ballgame but on their way through the area near Pacific Bell Park; and
- 2 - Giants fans on their way to or from a ballgame and other motorists who need access to properties near the ballpark.

Additionally, the TMP identifies techniques to prevent ballpark traffic from using certain streets in the vicinity of the ballpark which are primarily residential in character.

A basic concept of the TMP, as noted in Chapter 3, is to separate the ballpark traffic from the non-ballpark traffic going through the area so that the streets leading directly to the major ballpark parking areas will be used primarily by ballpark traffic only. The TMP addresses the requirements of both these groups of motorists.

Special traffic routing is commonly used to manage temporary congestion at major public events. Routings will be established using traffic directional signs, traffic regulations, traffic control officers, traffic cones and barriers. Some left or right turns will be restricted before and after Pacific Bell Park events. Some streets may be partially barricaded to through traffic in order to discourage ballpark traffic from using local streets. These barriers will be passive in nature. This means the street will be temporarily signed "NO THROUGH TRAFFIC" or "NO BALLPARK ACCESS" but the barrier will not physically prevent a driver from using a street. At certain locations, Parking Control Officers will be posted to enforce the intent of passive barriers. The locations where traffic officers will be located are listed later in this chapter of the TMP. Drivers will learn that using these routes will result in delays and out-of-direction travel.

Examples of locations where barriers will be established and where officers will be posted are as follows:

Brannan Street at The Embarcadero;  
Townsend Street at The Embarcadero;  
Second Street at Brannan Street;  
Second Street at Townsend Street; and  
Second Street at South Park Street.





The need for passive traffic barriers at these locations will be evaluated by the Department of Parking and Traffic and by the Police Department based on the conditions observed after the first few games. Muni buses which operate regular service both on Townsend and Brannan Streets between Second Street and The Embarcadero will continue to use these streets on game days and will not be rerouted by the traffic barriers.

In order to serve pedestrians and Muni Metro users safely and efficiently, one block of eastbound King Street will be physically closed for about one hour after ballgames. The south side of King Street between Third and Second Streets will be used as a pedestrian refuge area and, following a ballgame, to load Muni Metro cars. Closing the street will require a mandatory left turn detour from eastbound King Street at Third Street after ball games. Westbound King Street between Second and Third Streets will remain open both before and after games.

### **Operation of the Bridges Across the China Basin Channel**

The plan for the Muni Metro extension south from King Street to the Third Street corridor proposes to cross the Channel at the Peter Maloney (Fourth Street) Bridge. Consequently, there will be one traffic lane and one exclusive Muni Metro lane in the southbound direction on the bridge, and one traffic lane, shared with the Metro, northbound on the bridge. Because of the limited traffic capacity of the Peter Maloney Bridge, a portion of the Lefty O'Doul (Third Street) Bridge will be needed to provide auto access to the south-of-channel parking lots. Two lanes of the Lefty O'Doul Bridge will also be needed to serve the large pedestrian flows to and from the parking lots located south of China Basin Channel.

As part of the 1999 rehabilitation of the Lefty O'Doul Bridge, textured steel plating will be placed on the two eastern lanes of the bridge to make them suitable for pedestrian traffic. A median barrier separating the normal northbound and southbound traffic lanes will also be constructed. At the times of closure to normal traffic, the barrier will be used to separate pedestrian and vehicular traffic.

The Lefty O'Doul Bridge will be operated as follows:

**Normal Operation.** As shown on Figure 5-1, the bridge will have two northbound traffic lanes, a median barrier, a southbound left-turn-only lane on to Terry Francois Boulevard, and two southbound traffic lanes. The bridge will also have two narrow outer sidewalks for pedestrian traffic.

**Pre-Game Operation.** As shown on Figure 5-2, the easterly two lanes and the east side sidewalk will be open to pedestrian, bicycle and small shuttle



## Lefty O'Doul Bridge Normal Operation

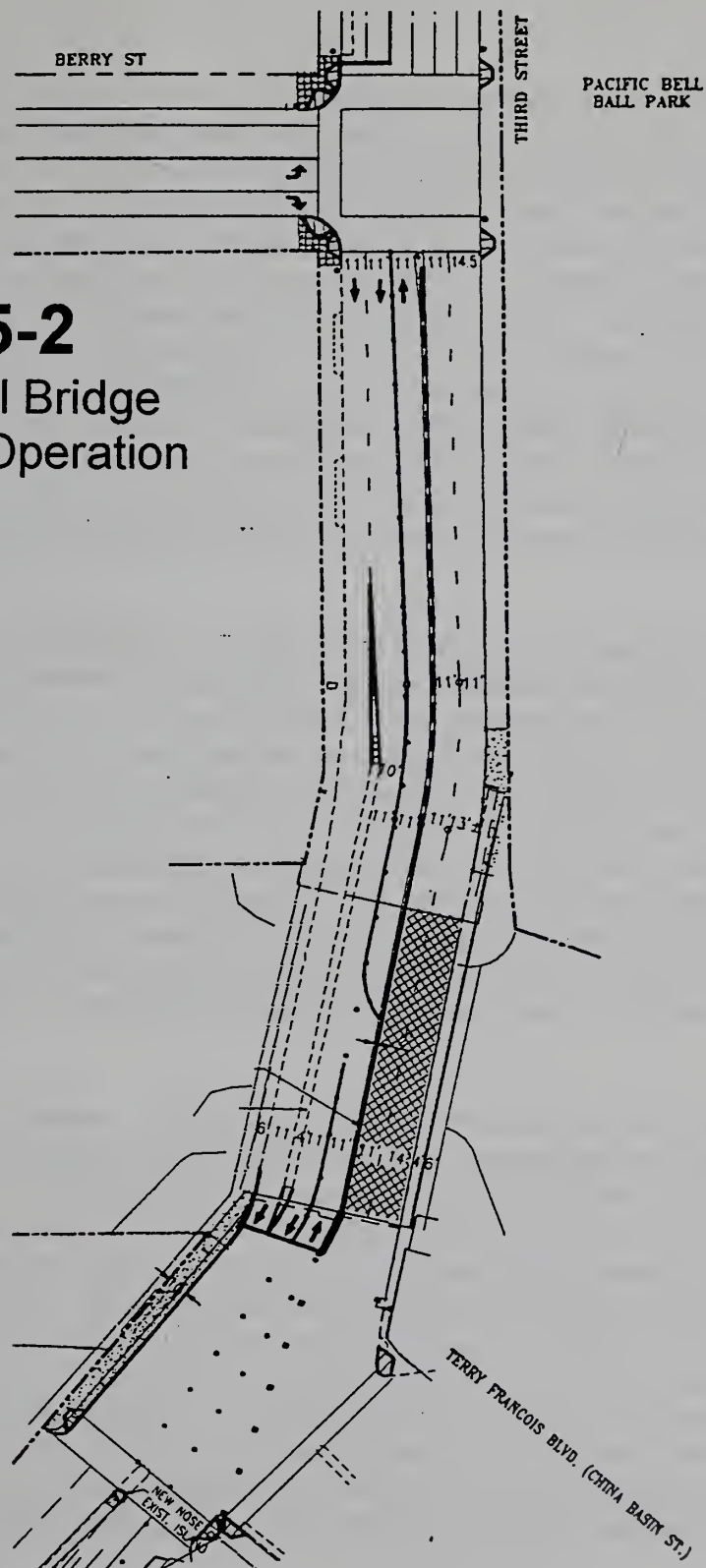


SEISMIC RETROFIT AND REHABILITATION OF  
THIRD STREET BRIDGE OVER MISSION CHANNEL  
WATERWAY AT CHINA BASIN  
THIRD STREET BETWEEN BERRY ST & TERRY FRANCOIS BLVD





**Figure 5-2**  
Lefty O'Doul Bridge  
Pre-Game Operation



PRE-GAME OPERATION

SEISMIC RETROFIT AND REHABILITATION OF  
THIRD STREET BRIDGE OVER MISSION CHANNEL  
WATERWAY AT CHINA BASIN

THIRD STREET BETWEEN BERRY ST & TERRY FRANCOIS BLVD



vehicle traffic only, between Terry Francois Boulevard and Berry Street. The westerly two lanes of the Bridge will be open for southbound vehicle traffic serving the parking lots south of the channel. The center left-turn-only lane of the bridge will be converted to a single northbound traffic lane. Temporary yellow traffic delineators will be placed between the single northbound lane and the eastern southbound traffic lane to emphasize that the southbound left-turn-only lane has been temporarily converted to a northbound lane. Southbound left turns will be prohibited during the pre-game period. A portable railing will be placed through the intersection of Third Street and Terry Francois Boulevard to separate vehicle traffic on Third Street from pedestrian traffic walking between the ballpark parking area and the eastern two lanes of the Lefty O'Doul Bridge. Traffic on westbound Terry Francois Boulevard will not be able to turn left or right onto Third Street, and will be required to make a U-turn onto eastbound Terry Francois Boulevard.

***Post-Game Operation.*** As shown in Figure 5-3, the easterly two lanes and the east side sidewalk will be open only to pedestrian, bicycle and small shuttle vehicles used to assist the disabled. The center lane of the bridge will remain a northbound lane, while the second lane from the west will be converted to a northbound lane to accommodate post-game traffic leaving the ballpark parking areas south of the channel. The bridge will thus provide two northbound traffic lanes and one southbound traffic lane. As in the pre-game condition, left turns will be prohibited from southbound Third Street onto Terry Francois Boulevard, and westbound traffic on Terry Francois Boulevard will be turned around onto eastbound Terry Francois Boulevard at Third Street. A more detailed description of pedestrian management is provided in Chapter 7 of the TMP.

***During Ballgames.*** Depending on traffic demands on Third Street and Terry Francois Boulevard during ballgames, traffic operations on the bridge could remain in the pre-game condition, revert to the normal condition, or be converted directly to the post-game condition. Converting the bridge back to the normal operation during games would minimize inconvenience to general traffic in the area, but would require two additional conversions of Third Street traffic operations. However, traffic volumes during night games might be sufficiently light that the two eastern lanes of the bridge could remain as a pedestrian zone during the game. Transitions from one operational plan to another will be carefully executed and supervised by Department of Parking and Traffic Parking Control Officers in order to prevent any lanes from being used simultaneously by northbound and southbound traffic, and to minimize conflicts between pedestrian and vehicle traffic.

***Management of Bridge Openings.*** Both the Lefty O'Doul and Peter Maloney Bridges are lift bridges that open to let water borne traffic pass. Both bridges need to remain closed to water borne traffic and open to automobile, Muni Metro, pedestrian and bicycle traffic for one hour before and after ball



[illegible]

SEISMIC RETROFIT AND REHABILITATION OF  
THIRD STREET BRIDGE OVER MISSION CHANNEL  
WATERWAY AT CHINA BASIN  
THIRD STREET BETWEEN PERRY ST & TERRY FRANCOIS BLVD





games. The existing regulation for these bridges requires that the bridge "... shall open on signal if at least one hour advance notice is given."<sup>1</sup> Discussions with the Coast Guard indicate that they will be cooperative on the need to coordinate bridge openings with the operation of the ballpark. The BTCC will work with the Coast Guard and the maritime community on how to coordinate the operation of the ballpark with the needs of boaters.

## **Traffic Not Going to a Ball Game**

Because of concentrations of traffic on streets leading to and from ballpark parking lots, the reduced capacity of the Lefty O'Doul Bridge before and after games, and the closure of eastbound King Street after games, alternate routes will be needed to serve through traffic. The TMP recommended by-pass routes for through traffic are shown in Figure 5-4 and described below.

A complete system of diversion or bypass routes will be established for traffic that need not use the street system near the ballpark. For approximately one hour before and one hour after games, motorists will be advised of these routes through the Public Information System, described in Chapter 8, and through the use of dynamic signs displayed on game days on routes approaching the area of the ballpark. A description of the traffic sign program for these diversion routes appears later in this chapter.

Diversion routes are recommended for all through traffic. However, they will not be mandatory except for the one block of eastbound King Street that will be closed to all traffic after games.

The diversion routes are shown in Figure 5-4 and described below. Descriptions and locations for the diversion route traffic guide signs are provided later in this chapter of the TMP.

## ***Regional Routes***

1 - Traffic northbound on I-280 north of Highway 101 will be advised of delays on King Street and directed to use the Sixth Street exit.

2 - Traffic coming from south of the City on U.S. 101 and I-280 will be advised by permanent freeway signs that baseball traffic should use 280 North. If changeable message signs with similar wording are used on game days, they may encourage non-ballpark traffic to avoid 280 North and use 101 North instead.

3 - Traffic entering the City on the Bay Bridge will also see permanent freeway signs indicating the three exits for Pacific Bell Park traffic. If changeable

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<sup>1</sup> U.S. Coast Guard, 33 CFR 117.149 China Basin, Mission Creek.



# Figure 5-4

## Primary Traffic Diversion Routes

↪ Detour From Through Route



Pacific Bell Park Transportation Management Plan







message signs are also used, they may encourage non-ballpark traffic to avoid these exits as well as the ballpark area in general.

### ***Local Routes***

1. Northbound non-ballpark through traffic on Third Street will be advised to detour at several locations south of the ballpark. Motorists will be advised to detour as follows:
  - a. Cesar Chavez Street to northbound U.S. 101 or Potrero Avenue;
  - b. 18th Street to northbound I-280 to Sixth Street to Folsom Street.;
  - c. 16th Street to Seventh Street to Folsom Street.
2. Southbound through traffic on The Embarcadero, Second Street and Fourth Street will be advised to detour at locations north of the ballpark as follows:
  - a. Howard Street to Eighth Street to Brannan Street to Seventh Street to 16th Street to southbound Third Street;
  - b. Harrison Street to Eighth Street to Brannan Street to Seventh Street to 16th Street to southbound Third Street;
  - c. Howard or Harrison Streets to Sixth Street to I-280 to 18th Street to southbound Third Street.
3. Eastbound through traffic on Division and 16th Streets will be advised to use Potrero Avenue, Ninth Street or Seventh Street to reach locations in the downtown or South of Market area or to use southbound Potrero Avenue to reach locations in the southeast area of the City.

While it is important that the local diversion routes be well marked with dynamic or changeable directional signs, the number of drivers that will need to use these routes is expected to be limited. Traffic volumes are not expected to be high because the general public will be well informed of each Giants home game and most people not going to a game will avoid the area around the ballpark.

### **Ball Game Traffic**

Ballgame traffic will be directed to parking areas and not to the ballpark site itself. A detailed description of the traffic guide sign program to the ballpark parking lots is included below. The primary pre-game routes into the ballpark designated parking lots are shown on Figure 5-5. The primary post-game routes from the lots are shown on Figure 5-6. The routes shown in Figures 5-5 and 5-6 indicate the streets and freeway ramps that will be most used by baseball traffic. Also shown on these figures are the streets that will be signed as "NO THROUGH TRAFFIC" or "NO BALLPARK ACCESS." All streets in the area of









# Figure 5-5 (Pre-game Routes)

## Primary Ballpark Parking Access Routes

### LEGEND

-  Route Direction
-  Local Traffic Only Streets
-  Ballpark Parking Lots (5000 spaces)
-  Proposed Off-Ramp







# Figure 5-6 (Post-game Routes)

Primary Ballpark Parking Access Routes

## LEGEND

- Route Direction
- Local Traffic Only Streets
- Ballpark Parking Lots (5000 spaces)



Pacific Bell Park Transportation Management Plan





the ballpark will serve some baseball traffic and will help disperse baseball traffic over the city street grid.

***Peninsula Traffic.*** The largest share of baseball traffic, about 50 percent of all auto trips, will come from the south. The Giants' dedicated parking areas south of the China Basin Channel will satisfy the parking requirements for most of the fans coming from the Peninsula and from the south and southwest areas of the City. Most of these fans will find available parking in the lots controlled by the Giants. Some charter seat and season ticket holders will hold pre-assigned parking spaces and will be advised of the preferred route to their assigned lot. For the remaining fans without pre-assigned parking, the best routes to the Giants' dedicated parking lots will be indicated by traffic guide signs on the I-280 freeway and on city streets.

Fans coming from the south on I-280 will be directed to use the Cesar Chavez Street, Mariposa Street or King Street exits from the freeway. For fans headed for the most easterly of the south side parking areas, traffic guide signs will advise that the preferred route is via I-280 to Cesar Chavez Street, left on Third Street, right on 20th Street and left on Illinois Street to Terry Francois Boulevard. The remaining baseball traffic will be directed to use the Mariposa Street exit from the freeway. For those fans that do not exit at Cesar Chavez or Mariposa Streets, the King Street exit will provide an access route to the Giants' dedicated parking lots by way of the Third or Fourth Street bridges.

***East Bay Traffic.*** The second largest segment of ballgame traffic, about 25 percent of all auto trips, will come across the Bay Bridge. These fans will use any one of four available exits from the Bay Bridge. Again, as described in the traffic sign program below, traffic guide signs on the bridge and on the local streets will identify the best routes to the largest parking areas.

While some of the fans from the East Bay will cross the China Basin Channel to reach the Giants' dedicated parking lots south of the ballpark, most will use the Giants' programmed parking or available parking in public and private lots in areas north of the ballpark. Changeable message signs facing traffic on westbound King Street at Third Street will be used to notify fans if the parking lots south of the channel are full. This will encourage fans without pre-arranged parking to seek parking north of the channel before turning onto southbound Third Street to cross the Lefty O'Doul Bridge.

***North Bay Traffic.*** Traffic from the North Bay will account for less than 10 percent of all auto trips. These fans will cross the Golden Gate Bridge and use the City street system to reach the parking areas near the ballpark. The City street system offers a variety of routes from the bridge to ballpark parking areas. Among these are:

- Lombard Street, to Van Ness Avenue, to Division Street to Townsend Street;



- Lombard Street, to Van Ness Avenue, to Golden Gate Avenue to Hyde Street to Eighth Street to Brannan Street;
- Marina Boulevard, to Bay Street, to The Embarcadero.

***San Francisco Traffic.*** The remaining auto trips to Pacific Bell Park will originate in the downtown or northwest areas of San Francisco. For weekday games, many of these fans will be already parked at work and will not choose to re-park in order to get to the game. Others will have pre-assigned parking in the Giants controlled parking areas and will be advised of the best routes into and out of these parking spaces when they purchase their Giants tickets.

Most San Francisco-based fans will know the City street system and the best routes to and from ballgames. Many will have scouted out their parking location before game times. Some will choose to park in areas some distance from the ballpark in order to get lower cost parking and to avoid congestion around the larger ballpark parking lots. The ability of the City street grid system to disperse this traffic will greatly reduce what would otherwise be concentrations of traffic congestion.

## **Programmed Traffic Operational Changes**

Several Streets in the vicinity of the ball park are proposed for restriping or other operations changes in order to accommodate changes in traffic patterns brought about by the ballpark, Mission Bay, the Muni Metro Third Street Extension and other developments in the area. These changes will be in effect on non-game days as well as game days, and are described below.

***Terry Francois (China Basin) Boulevard*** – An agreement between the Giants and the Bay Conservation and Development Commission (BCDC) requires that Terry Francois Boulevard be striped with two lanes of traffic and bike lanes in each direction. Existing angle parking along the east side of Terry Francois Boulevard will be converted to parallel parking, and existing angle parking on the west side of the street will be removed. In the future, Terry Francois Boulevard is to be realigned to the west of its existing location. This would require either an extensive lane coning program or permanent overhead lane use control signals along this street.

***Illinois Street*** – This street is proposed to operate as two lanes southbound and one lane northbound during normal conditions in the future. Muni will use the block of Illinois Street between 18<sup>th</sup> and 19<sup>th</sup> Street as a turnaround loop for the Third Street Muni Metro line. Existing 90 degree parking on the east side of Illinois Street will need to be converted to parallel parking.

***16<sup>th</sup> Street Between 7<sup>th</sup> and Kansas Street*** - This section of 16<sup>th</sup> Street currently has one 15-foot wide traffic lane, one 6-foot wide bicycle lane and one





9-foot wide parking lane in each direction. An additional 10-foot wide westbound traffic lane could be gained by narrowing the two existing 15-foot wide traffic lanes to 10-feet. 16<sup>th</sup> Street already has two westbound traffic lanes east of 7<sup>th</sup> Street and between Kansas Street and Potrero Avenue.

**Street, 16<sup>th</sup> Street to Brannan Streets** – 7<sup>th</sup> Street will be striped with one wide traffic lane in each direction after it is resurfaced later in 1999. The intersection of 7<sup>th</sup> and 16<sup>th</sup> Streets will be signalized in order to allow this intersection to operate more efficiently. In order to accommodate increased traffic as a result of traffic being rerouted away from the ballpark area, parking will be restricted near specific intersections along 7<sup>th</sup> Street at all times. For example, curb parking will be restricted on the northbound 7<sup>th</sup> Street approach to the intersection of 7<sup>th</sup> and Townsend Streets and on the southbound 7<sup>th</sup> Street approach to the intersection of 7<sup>th</sup> and 16<sup>th</sup> Streets. This will provide a second traffic lane on the approaches to these signalized intersections.

**Seventh Street, Brannan to Bryant Streets** – This block is currently one-way northbound. It will help improve access in the South of Market area by converting this block to two-way operation. This will allow traffic on eastbound I-80 to use the Seventh Street exit and turn right onto southbound Seventh Street in order to reach the Mission Bay and Showplace Square areas.

**Third Street, Folsom to Market Streets** – As described in Chapter 4, a transit lane is proposed on Third Street between Folsom and Market Streets. Proposals to extend this lane to include the blocks of Third Street between Townsend and Folsom Streets are also being considered, as is a proposal to install a bus lane on Fourth Street.

### **Special Game-Day Traffic Operations - Streets**

In addition to the closure of a portion of King Street after games and the partial closure and reversal of lane operations on Third Street across the Lefty O'Doul Bridge, the following streets will require special operations before and after games:

**Mariposa Street** – Mariposa Street will operate as two lanes eastbound and one lane westbound before games and two lanes westbound and one lane eastbound after games between the I-280 ramps and Third Street. The added directional lane will be provided by establishing a "TOW-AWAY NO STOPPING" lane on the south side of Mariposa Street before games and on the north side of Mariposa Street after games. The Mission Bay plan calls for the eventual widening of this street to accommodate two lanes in each direction at all times.

**Illinois Street** – On game days, an additional northbound lane will be provided before games through the removal of parking on east side of the street



between 20<sup>th</sup> and Mariposa Streets. A third southbound lane could be provided after games on the block of Illinois Street between Mariposa and 18<sup>th</sup> Streets through the temporary removal of parking on the west side of this block.

**Third Street** – Parking will be prohibited on the east side of Third Street between King and Townsend Streets both before and after games in order to increase the capacity of the sidewalk on the east side of Third. Cones will be placed in this parking lane in order to keep vehicles out of the lane. This measure will also help to improve pedestrian access between the ballpark and the Muni Bus Bridge loading area located on the block of Third Street to the north.

**Second Street** - Parking will be prohibited on the west side of Second Street between Market and Mission Streets before games to provide a bus passenger loading area for the Muni Bus Bridge.

### **Special Game-Day Traffic Operations - Intersections**

Several intersections near the ballpark will require special game day measures to accommodate the increased volume of traffic making left or right turns on routes leading to or from the ballpark:

**Third and King Streets** – This intersection will have a large volume of pedestrian traffic both pre-and post-game. Several PCOs will be needed to minimize conflicts between pedestrian, transit and traffic flows. It is critical that Muni Metro operations are not delayed getting through this intersection. Post-game conditions will include large surges of pedestrian traffic and a high demand for left turns from eastbound King Street onto northbound Third Street due to the post-game closure of eastbound King Street between Third and Second Streets. The amount of post-game traffic on northbound Third Street originating from the south-of-channel parking lots will depend on: 1) the availability of parking north of the channel; 2) post-game traffic delays crossing the Lefty O'Doul Bridge; and 3) the amount of post-game traffic congestion at the intersections of Third and Berry Streets and Third and King Streets.

**Terry Francois/Illinois/Mariposa** – This intersection is currently a 4-way STOP sign-controlled intersection. PCOs will be required to direct northbound ballpark traffic on Illinois Street through the intersection before the game, and to direct southbound ballpark traffic on Terry Francois Boulevard through the intersection post-game. Cones will need to be placed in the intersection to efficiently channel two lanes of traffic moving between Illinois Street and Terry Francois Boulevard. Right turns from southbound Terry Francois Boulevard to westbound Mariposa Street need to be prohibited post-game to prevent conflicts with post-game traffic flows at the intersection of Third and Mariposa Streets. Left turns from northbound Illinois Street to westbound Mariposa Street need to





be prohibited post-game in order to prevent conflicts with traffic on southbound Terry Francois Boulevard.

***Third and Mariposa Streets*** – During the post-game period, it may be necessary to provide two right turn lanes from southbound Third Street onto westbound Mariposa Street toward the on-ramp to southbound I-280. In order to accomplish this, a temporary “RIGHT LANE MUST TURN RIGHT” regulation would need to be established on southbound Third Street after games. Additionally, cones directing the right hand lane of southbound Third Street into the north curb lane of westbound Mariposa Street would be required, as would cones directed the second lane of southbound Third Street into the regular westbound lane of Mariposa Street. In order to provide for this dual right turn, eastbound traffic on Mariposa Street approaching Third Street will need to be moved to the south curb lane. A changeable “RIGHT LANE MUST TURN RIGHT” sign facing southbound traffic on Third Street north of this intersection would be need to be opened and closed after each game.

***Third and Sixteenth Streets*** – It may be necessary to provide two northbound left turn lanes before and after games. This dual left turn could be provided by painting a permanent left turn guide line through this intersection.

***Third Street at Townsend, Brannan and South Park Streets*** – In order to discourage ballpark post-game traffic from using these neighborhood streets, right turns will be restricted from northbound Third Street to eastbound Townsend, Brannan and South Park Streets by “NO RIGHT TURN AFTER PACIFIC BELL PARK EVENTS” signs. Similar restrictions near 3Com Park have worked effectively.

***Third and Bryant Street*** – Much of the post-game traffic on northbound Third Street destined for the Bay Bridge will elect to turn right onto eastbound Bryant Street in order to reach the Sterling Street Bay Bridge on-ramp. However, after evening and weekend games, these motorists might save time by staying on northbound Third Street and turning right on either Harrison or Folsom Streets in order to reach the Essex Street or First Street entrances to the Bay Bridge. These on-ramps have significantly more capacity than the Sterling Street ramp, which has a very short merging area with the mainline freeway. After evening and weekend games, it may be helpful to prohibit the right turn from northbound Third Street onto eastbound Bryant Street. If such a restriction is approved by the Board of Supervisors, it could be signed with a hinged or extinguishable message sign.

***Sixteenth Street Between Mississippi and Vermont Streets*** - In order to discourage ballpark traffic from using the north-south streets serving the Potrero Hill neighborhood between Third Street and Potrero Avenue, post-game left turns could be restricted from westbound Sixteenth Street onto southbound Mississippi, Missouri, Connecticut, Arkansas, Wisconsin, Carolina, De Haro,





Rhode Island, Kansas and Vermont Streets by "NO LEFT TURN AFTER PACIFIC BELL PARK EVENTS" signs. This restriction would prevent drivers from entering the Potrero Hill neighborhood after games. Local residents would need to access the area without making these left turns.

### **Coordination With Other Special Event Traffic**

Ball games will occasionally take place on days when other special events, such as major conventions, parades and street closures are also taking place in downtown San Francisco. Special events that typically occur during baseball season include the Gay and Lesbian Freedom Day Parade, the Folsom Street Fair, the Bay-to-Breakers and the Labor Day Parade. Some of these events close off significant portions of the downtown street system, forcing motorists to seek alternate routes.

Major conventions at the Moscone Center can also increase traffic congestion in the South of Market area during a few mid-week periods each year. Major conventions include the Semicon West computer equipment meeting in mid-July and the San Francisco International Gift Fair during the first week in August. Both of these meetings attract over 40,000 attendees. It may be possible for the schedules of baseball games and special events to be coordinated so that the special events take place during times when the Giants are on the road.

### **Coordination With Construction Projects**

The Department of Parking and Traffic currently restricts lane closures for construction or other purposes on key streets serving 3Com Park on game days. A similar restriction will be created for the key streets serving the Pacific Bell Park area. Therefore, construction projects such as the Muni Third Street Light Rail project will not be permitted to close lanes of Third Street during pre- or post-game periods.

### **Traffic Sign Program**

In keeping with the TMP's approach, the proposed sign program is intended to manage both traffic bound for an event at Pacific Bell Park and traffic traveling beyond the Park. The program is composed of a variety of signs including:

1. Changeable message signs (CMS) on freeways and on the approaches to the Lefty O'Doul Third Street Bridge;
2. Permanent signs with flashing beacons which can be activated before and after games in order to advise non-ballpark motorists to use alternate routes;



3. Permanent trailblazer signs directing drivers to Pacific Bell Park parking areas; and
4. Permanent guide signs directing motorists leaving the ballpark to nearby freeway entrances and the regional roadway system.

### ***Changeable Message Signs***

A system of changeable message signs is already in place on most of the freeways near Pacific Bell Park. In addition, three CMS signs will be installed as part of the Lefty O'Doul Third Street Bridge rehabilitation project. One of these signs will face northbound traffic on Third Street just north of Terry Francois Boulevard. The other two signs will face westbound traffic on King Street, one between Second and Third Streets and one at Third Street. These signs will be used to notify drivers of bridge closures. On game days, these signs can also be used to provide ballpark parking information to motorists on the north side of the channel. For example, if the main parking ballpark parking lots south of the channel are full, these signs can direct motorists to seek parking north of the channel. Additionally, these signs can be used to alert motorists of delays on the bridge due to lane closures for ballpark pedestrian traffic. The CMS signs will be operated from both the Bridge Keeper's Office alongside the bridge and from the Transportation Management Center inside the ballpark.

### ***Permanent Signs With Flashing Beacons***

A system of permanent signs with flashing yellow beacons will be used on the I-280 freeway and on city streets to alert non-ballpark traffic to use ballpark bypass routes before and after games. For example, a sign reading "DELAY AT KING ST. USE 6<sup>TH</sup> ST. WHEN FLASHING" will be installed on northbound I-280 approaching the split between the King and Sixth Street exits from I-280. Two flashing yellow lights or "beacons" will be activated before and after games when King Street is either closed or congested near the ballpark. This beacon will be operated either by Caltrans or by the Department of Parking and Traffic from the Transportation Management Center inside the ballpark.

A similar system of signs with flashing yellow beacons will be used on city streets to direct through traffic to the ballpark diversion or bypass routes before and after games. A typical messages would be "NON-BALLPARK TRAFFIC USE BYPASS ROUTE WHEN FLASHING." The flashing beacons above these signs will be activated through a computer and pager system from the Transportation Management Center at the ballpark. A typical installation is shown in Figure A-1 in the appendix of this report. If necessary and if funding becomes available, these signs could be replaced with electronic changeable message or extinguishable message signs in the future.





The sign program described below does not include signs at the ballpark parking lots that will be provided by the operator of these lots.

### ***Signs for Traffic Not Going to a Ball Game***

As described above, traffic traveling on routes toward the ballpark will be advised of temporary detour or bypass routes that avoid the streets most used by baseball fans. Messages directing traffic around the ballpark will be provided primarily by signs connected to flashing beacons. Approximately 90 minutes before games and during the seventh or eighth inning of the game, flashing beacons will be activated, directing motorists not headed to the ballpark to use the detour routes. Additional permanent signs along the routes will indicate the recommended through traffic detour along major streets such as the Howard, Folsom, Harrison, Seventh, Division and 16th Streets.

Traffic not going to a ballgame will be detoured around Pacific Bell Park as follows:

***City Street Signs.*** North-south traffic on City streets will be directed to avoid the area near the ballpark by using Seventh Street, a north-south route parallel to Third Street located less than one mile to the west. Examples of where traffic diversions will be installed are described below.

1. Traffic southbound on The Embarcadero, Second or Fourth Streets – Yellow beacons located above signs on each southbound street north of Howard Street and north of Harrison Street indicating a non-ballpark traffic detour to the west will be put into flashing operation for 60-90 minutes before and after a sellout game. Traffic westbound on Howard or Harrison Streets along with the traffic diverted from southbound streets will be directed to turn left at Eighth Street, left at Brannan Street, right at Seventh Street and left at 16th Street to complete a City street detour around the ballpark site. Permanent signs without flashing beacons will be sufficient to direct traffic along this detour route. Once aware of the event at Pacific Bell Park, much of this traffic will select alternate routes rather than following the full City street detour around the ballpark area.

2. Traffic eastbound on Division or 16th Streets – Beacons above signs on these streets west of Potrero Avenue will be flashed for 60-90 minutes before and after games to direct non-ballpark traffic to use Potrero Avenue north or south instead of traveling east toward the ballpark area.

3. Traffic northbound on Third Street – Beacons will be flashed for 60-90 minutes before and after sellout games to direct traffic away from the ballpark at the following locations:



a. South of Cesar Chavez Street a sign with a flashing beacon will direct northbound through traffic on Third Street to turn left onto Cesar Chavez Street to reach northbound U.S. 101 or Potrero Avenue;

b. South of 18th Street a sign with a flashing beacon will direct through traffic to turn left onto 18th Street and use the 18<sup>th</sup> Street on-ramp to northbound I-280. Signing on the freeway will then direct through traffic to exit at Sixth Street and join the northbound City street detour around the ballpark; and

c. South of 16th Street a sign with a flashing beacon will indicate that non-ballpark traffic should turn left onto 16<sup>th</sup> Street. Eastbound 16<sup>th</sup> Street traffic as well as the traffic diverted from Third Street will be directed to turn onto northbound Seventh Street, then turn right at Folsom Street to any northbound street to complete a City street detour around the ballpark site. Once aware of the event at Pacific Bell Park, much of this traffic will select alternate routes rather than follow the full City street detour around the ballpark area.

***Freeway Signs.*** The proposed freeway signs are shown in the appendix. Freeway signs are described below.

1. Permanent guide signs located on both northbound I-280 and northbound U.S. 101 south of their junction will advise traffic coming from the south to use I-280 to reach the ballpark. If existing CMS signs along these routes were used to display the same message during the pre- and post-game periods, they may be effective in diverting non-ballpark traffic to northbound US 101 in order to avoid ballpark congestion along I-280.

2. As described earlier, a permanent sign with flashing yellow beacons will be located on northbound I-280 south of the split between the King and Sixth Street off-ramps which will advise traffic of delays at King Street and will direct drivers to use the Sixth Street off-ramp.

### ***Signs for Ballgame Traffic***

Ballgame traffic will be directed to parking areas and not to the ballpark itself. The largest share of baseball traffic, about 50 percent of all auto trips, will come from the Peninsula or south side of the City. Permanent guide signs along northbound I-280 will direct ballpark traffic destined for Parking Lot A to use the Cesar Chavez Street exit and ballpark traffic destined for Parking Lot B to use the Mariposa Street exit. A permanent guide sign reading "PACIFIC BELL PARK NEXT 2 EXITS" will be located on northbound U.S. 101 north of the Vermont Street exit. Baseball fans coming from the East Bay will be directed by a permanent guide sign to use the Harrison Street, Fremont Street, or Fifth Street exits from the I-80 freeway. In addition, permanent parking guide signs will be installed at the end of each freeway off-ramp that serves Pacific Bell Park and at other locations between the freeway exits and parking lots.





## Other Improvements

In addition to the roadway improvements described above, a variety of additional transportation improvements will be instituted to better manage ballpark traffic. These measures include permanent traffic signal improvements, special pre-and post-game traffic signal timing programs, the Transportation Management Center, new roadways constructed as part of the development of the Mission Bay area, Parking Control Officer deployment and Transit Lanes. Each of these items is described briefly below.

***Traffic Signal Improvements.*** New traffic signals will be installed near the ballpark at the intersection of Seventh and 16<sup>th</sup> Streets. In addition, the existing traffic signals at the intersections of Third Street with both Terry Francois Boulevard and with Berry Street will be upgraded as part of the Lefty O'Doul Bridge Rehabilitation project. Other desirable traffic signal improvements include upgrading the signal at Third and Townsend Street to allow for an exclusive eastbound phase to accommodate left turns by Muni Bus Bridge buses as well as for regular Muni service. Several other new traffic signals will be constructed after 2000 in the Mission Bay area as that area is developed.

***Transportation Management Center (TMC).*** The Department of Parking and Traffic has secured grant funding for the initial development of a citywide Transportation Management Center. A remote workstation for the TMC will be located in space provided in Pacific Bell Park.

The functions of the TMC will include: monitoring traffic flows, operating pre-and post-game traffic signal timing programs in response to traffic demands, operating Changeable Message Signs on the Lefty O'Doul Third Street Bridge, activating Flashing Beacon Signs throughout the ballpark area, monitoring parking availability, coordinating the traffic plan with other agencies such as Caltrans and the transit operators, responding to the impact of traffic accidents and dispatching traffic control officers in response to incidents. In later stages, the TMC could be used to operate a computerized traffic-responsive signal control system and full-function changeable message signs on city streets, as well monitoring of traffic conditions through pavement mounted sensors or full-function closed circuit television (CCTV) cameras. the additional functions described below.

The TMC could also manage the Motorists Information System (MIS). Reports on the best routes to, from or around the ballpark could be provided to motorists using highway advisory radio (HAR). HAR uses low power radio transmitters located along major streets about 1,800 feet apart and broadcasts on the AM radio band. HAR messages can be live or taped and provide general information on the best access routes or parking conditions.





***Pre- and Post-Game Traffic Signal Timing Programs.*** The TMC will be used to activate special traffic signal timing plans for the traffic signals near the ballpark in order to serve before and after game traffic patterns. Some of the signals at 3Com Park operate with a special timing plan before and after events. The special timing programs may be initiated automatically, by the TMC or by traffic officers on an as needed basis. Additionally, some of the traffic signals in the area will be operated manually by traffic control officers before and after games in order to provide longer green signal times to streets carrying ballpark traffic.

***Transit Lanes.*** A lane reserved for transit vehicles may be established by the City on Third Street from Folsom Street to just north of Market Street. This lane is needed to improve existing Muni service and will be particularly important to support the operation of the ballpark "Bus Bridge" that is described in Chapter 4 of the TMP, as well as regular Muni services, other public transit agency special event services, charter bus operations and taxis. A bus bulb is proposed for the parking lane of Third Street between Townsend and Brannan Streets. The feasibility of a transit lane on Fourth Street between Mission and Harrison Streets is currently being investigated also.

***Traffic Control Officers.*** Traffic officers will control intersections where ballgame traffic is greatest or where temporary lane changes or traffic barriers need to be enforced. A key objective of the traffic control program will be to minimize delays to Muni Metro transit vehicles on King Street and on Bus Bridge and regular transit services operating on Third, Fourth and Townsend Streets near the ballpark. Intersections where officers will be stationed are as follows:

**North of Channel**

- Berry Street at Third Street;
- King Street at Second, Third and Fourth Streets;
- Townsend Street at The Embarcadero, Third, Fourth and Seventh Streets;
- Brannan Street at The Embarcadero, Second and Seventh Streets;
- Bryant Street at The Embarcadero, Third and Fourth Streets;
- Harrison Street at Fremont Street (existing condition - extend hours); and
- Folsom Street at Fourth Street.

**South of Channel**

- Third Street Bridge;
- Third Street at Terry Francois Boulevard;
- 16th Street at Third, Sixth, Seventh, De Haro, Kansas and Vermont Streets;
- Mariposa Street at Third and Illinois Streets and at Pennsylvania Avenue; and
- Vermont Street at Mariposa Streets (before events).

The exact number and locations for traffic officers will be determined by the Department of Parking and Traffic Enforcement Division.



## **Motorist Information System (MIS)**

The MIS includes the following elements. Some of these elements of the MIS are described elsewhere in the TMP. They are summarized here to provide a single complete listing of the MIS components.

**Broadcast Radio Stations.** Sports and news oriented radio stations will be used to provide continuous updates on traffic and parking conditions.

**Cellular Phone Hotline.** A cellular phone hotline to provide travel and parking information will be developed by the Giants in cooperation with the BTCC.

**Bay Area TravInfo (817-1717).** The TravInfo system will be used to provide information on traffic conditions. TravInfo is a program sponsored by the Metropolitan Transportation Commission and Caltrans to provide motorists with access to accurate, real-time information on transit and traffic conditions.

**Changeable Message Signs (CMS).** The CMS program is described in an earlier section of the TMP. Examples of signs are provided in the figures in the Appendix.

**Highway Advisory Radio (HAR).** The potential HAR system is described under the TCC section of the TMP.

**Closed Circuit Television (CCTV).** The potential CCTV system is described under the Transportation Management Center section of the TMP.

## **Next Steps and Agency Responsibilities**

Listed below by agency are the traffic capital improvements and plans needed to prepare for the opening of Pacific Bell Park in April 2000.

### **Department of Parking and Traffic (DPT)**

- Coordinate B/MBTCC;
- Refine and update the TMP;
- Prepare detailed traffic operations and PCO deployment plan;
- Staff and train additional PCOs;
- Obtain legislation for recommended turn restrictions;
- Prepare detailed signage plans for traffic going to, from and around Pacific Bell Park;
- Fabricate and install all traffic signs;
- Install and program changeable message signs;
- Secure traffic barricade equipment;





- Restripe 7<sup>th</sup>, 16<sup>th</sup>, and Illinois Streets;
- Stripe transit lane on Third Street (if approved);
- Construct traffic signal at 7<sup>th</sup>/16<sup>th</sup> Streets;
- Rebuild traffic signals at 3<sup>rd</sup>/Berry and 3<sup>rd</sup>/Terry Francois intersections;
- Install pedestrian WALK/DON'T WALK signals;
- Prepare pre-and post-game traffic signal timing plans;
- Coordinate traffic with other special events and construction projects;
- Develop Transportation Management Center;
- Seek Expansion of Red Light Camera Program to Third/Bryant Streets; and
- Participate in development of Motorist Information System.

### ***Caltrans***

- Implement freeway signage plan;
- Permit DPT to install flashing yellow beacons on I-280 sign; and
- Participate in development of Motorist Information System.

### ***Department of Public Works (DPW)***

- Retrofit Lefty O'Doul Bridge;
- Resurface 7<sup>th</sup> Street; and
- Resurface Illinois Street.

### ***Police Department (SFPD)***

- Develop traffic enforcement program on city streets.

### ***California Highway Patrol (CHP)***

- Develop freeway traffic enforcement program.

### ***Giants***

- Prepare motorist information system; and
- Develop public information/outreach program.



## 6. Parking

### Giants Parking

The Giants will provide approximately 5,000 parking spaces dedicated to exclusive ballgame use on game days. As shown on Figure 6 - 1, this parking is located south of the China Basin Channel and within a 12-minute walk of the ballpark.

In the area north of the channel, the Giants will work with the operators of the larger public and private lots and garages located in the SOMA and downtown areas to provide at least 1,000 parking spaces reserved for baseball. The plan for programmed parking is described in more detail below.

There will be no parking available for the general public at the ballpark site itself. The public will be advised that there is no general parking available at the ballpark site. Information on ballpark access will describe traffic routes to and from the available parking areas and will not suggest routes directly to or from the ballpark. Examples of the parking guide sign program are provided in Chapter 5 of the TMP.

***Southside Dedicated Parking.*** The majority of dedicated parking spaces will be in lots located to the south of the ballpark. About half of these 5,000 spaces are expected to be assigned to Charter Seat and season ticket holders. The remainder will be available for general public parking. Charter Seat and season ticket holders will be informed of the best route to their particular lot location. Signs will inform the general public that no parking is available in the areas reserved for Charter Seat holders. Streets leading to these locations will be signed to direct fans to other areas. The advantage of having a significant number of spaces assigned to specific fans is that these fans will know the best route in and out of their parking area and will not add to traffic by searching for a parking place.

As shown on Figure 6 - 1, the routes into the south side parking lots are as follows:

**From the South on I-280:**

Lot A - Exit Cesar Chavez Street, right on Cesar Chavez, left on Third, right on 19<sup>th</sup> or 20th Street, left on Illinois Street and bear right to Terry Francois (China Basin) Boulevard.

Lots B and C - Exit Mariposa Street, right on Mariposa and left on Third; or, Exit King Street, right on Fourth Street.

**From the West on 16th Street:**

Lots A, B or C - Left on Third Street.





# Figure 6-1

## Parking Plan

### LEGEND

Primary Parking Access Routes

15 Minute Walk to Ballpark

Ballpark Parking Lots (5000 spaces)

Garages



- 1 Fifth & Mission City Garage  
2614 spaces
- 2 Moscone Center Garage  
732 spaces
- 3 Embarcadero Center Garage  
1800 spaces
- 4 Hearst Building Garage  
700 spaces
- 5 Transbay Terminal Garage & Lot  
500 spaces
- 6 Embarcadero at Bryant Lot  
500 spaces
- 7 Ellis-O'Farrell Garage  
1263 spaces
- 8 Piers 30/32 Lots  
1500 spaces
- 9 One Market Street Plaza Garage  
500 spaces
- 10 Golden Gateway Garage  
1112 spaces
- 11 Marathon Plaza Building  
360 spaces
- 12 600 Harrison Building  
125 spaces
- 13 55 Hawthorne Building  
250 spaces
- 14 95 Hawthorne Building  
150 spaces
- 15 Public Parking Lot  
140 spaces
- 16 Townsend Center Garage  
545 spaces
- 17 Contract Design Center Building  
160 spaces
- 18 Concourse Lot  
300 spaces
- 19 8th/Townsend Lots  
380 spaces

Pacific Bell Park Transportation Management Plan





**From the North:**

Lots A, B or C - South on Fourth Street.

Lot A - South on The Embarcadero, Left on Third Street.

The parking guide signs that will identify the above routes are included on the traffic sign program described in Chapter 5 of the TMP.

***North of Channel Programmed Parking.*** The Giants will work with the larger parking garage and lot operators located north of the ballpark to provide at least 1,000 programmed parking spaces. As envisioned, these spaces will be set aside in several large parking facilities for exclusive use by Giants fans. Because most of the parking spaces that can be included in the Giants programmed parking are used by commuters during weekdays, this program will be most effective for weeknight and weekend ballgames. Some weekday spaces may be set aside for the Giant fans in a limited number of the largest garages, such as the City-owned garage at Fifth and Mission Streets.

Facilities that will be contacted for participation in the Giants programmed parking plan include:

Fifth and Mission city garage;  
Moscone Center city garage;  
Embarcadero Center private garage;  
Hearst Building private garage;  
Transbay Terminal garage;  
Pier 30/32 lot; and  
Embarcadero at Bryant lot.

These facilities represent the most obvious examples of the garages and lots that will be contacted by the Giants. Because most of the garages are more than a 15 minute walk from the ballpark site, many of the fans parking in these facilities will use the Muni Metro or the proposed bus bridge to reach the ballpark.

The Giants had intended to provide approximately 1,000 dedicated parking spaces on the Caltrans property under the San Francisco-Oakland Bay Bridge Skyway. The seismic retrofit project on this section of the Bay Bridge Skyway, however, is scheduled from 1999 to 2003. Caltrans plans to eliminate all parking under the freeway during this period. When the seismic improvement project is complete, the Giants will work with Caltrans to make parking at this location available for ballgames.



## Other Parking

The supply of available on- and off-street parking within a 15 minute walk from the ballpark was surveyed in 1996. The findings of the survey are shown in Table 2 - 1. In 1996, there were about 2,500 spaces available on weekdays, about 8,200 spaces available on weeknights and about 6,500 spaces available on Saturdays within a 15-minute walk of the ballpark site. This parking is located in private and public lots and garages and on city streets in an area bounded by Townsend Street, The Embarcadero, Harrison or Folsom Streets and Sixth Street. As shown on Figure 6 - 1, the 15-minute walk zone extends for over 30 large SOMA blocks, dispersing the parking supply over a large area. The survey did not include areas south of Mission Creek.

***Recent Changes in Parking Conditions.*** A variety of changes in the parking supply and demand have taken place since the 1996 survey. For example, several surface parking lots in the South of Market area have been developed into office or housing uses. At the same time, increased development and economic activity in the area since 1996 may have increased the overall parking demand. By the time Pacific Bell Park opens in April 2000, an additional 1,000 parking spaces under the I-80 freeway will be lost due to the bridge retrofit work. Catellus plans to break ground on the N1 and N2 blocks of Mission Bay prior to April 2000. The N1 block, which is bounded by King, Townsend, 3<sup>rd</sup> and 4<sup>th</sup> Streets, is currently used exclusively for parking about 500 vehicles. The N2 block, bounded by Berry, King, 3<sup>rd</sup> and 2<sup>nd</sup> Streets is also currently used for parking about 500 vehicles. On the other hand, the parking supply in the area is likely to increase in the near future by expanding the portion Pier 30/32 that is used for parking. This could result in an increase of approximately 1,000 parking spaces. Also, about 200 additional on-street parking spaces have recently become available on the reconstructed section of Berry Street between Fourth and Seventh Streets.

The combination of Giants dedicated and programmed parking with the available supply of other parking would be more than adequate to support a sellout crowd for week night and weekend games. Some weekday game parking will occur at distances more than a 15 minute walk from the ballpark. Experience in other cities has shown that fans are more than willing to walk more than 15 minutes from parking areas to the ballpark. Longer walks are prompted by good weather and the recognition that more remote parking offers the advantage of avoiding the worst of the game day traffic congestion.

A summary of parking requirements and available supply is shown in Table 6-1. Parking within a 15 minute walk from the ballpark as shown in Table 6-1 adjusts Table 2-1 data to account for those spaces that may not be occupied but are expected to be excluded from ballpark use by their owners.





It should be noted that the available supply of parking shown in Table 6-1 does not include those privately owned parking spaces made available by individual property owners on game days. For example, many of the SOMA parking spaces reserved for employees on weekdays will be made available to baseball fans for games on week nights and weekends.

**Table 6-1  
Pacific Bell Park Parking Plan**

<u>Parking Requirements</u>	<u>Weekday</u>	<u>Week Night</u>	<u>Saturday</u>
Demand	8,100	10,300	10,400
Supply within a 15 Min. walk			
Provided by the Giants	5,000	5,000	5,000
Other Available parking	1,010	7,070	5,920
Total Available Supply	6,010	12,070	10,920
Net Excess Supply (Deficit)	(2,090)	1,770	520
Within a 15 Minute Walk			

Source: WSA, Background Transportation Report, December 1996, adjusted to account for the Giants plan to provide a 5,000 space dedicated parking supply and Ferry use.

### **Charter Bus Parking**

The Giants will provide parking for up to 42 charter buses on Terry Francois Boulevard adjacent to the east side of the Giants parking lot. If additional charter bus parking is needed, it could be provided on Third Street between Owens Street and the Channel.

### **Parking Controls in Adjacent Neighborhoods**

An important objective of the Pacific Bell Park parking plan is the program to protect residential parking supplies in neighborhoods nearby the ballpark. The San Francisco Redevelopment Agency Rincon Point-South Beach Citizens Advisory Committee (CAC) has indicated that residents and businesses in the South Beach are very concerned about not being severely impacted by baseball traffic or parking. Similar concerns have been raised by residents of the South Park and Potrero Hill neighborhoods and by members of the boat clubs located along Terry Francois Boulevard.



## Existing On-Street Parking Regulations

Figure 6-2 shows the existing on-street parking regulations within an approximate ¼ mile radius of Pacific Bell Park. These restrictions include NO PARKING or NO STOPPING zones, parking meters, parking signs which limit the duration of parking to one or two hours, truck loading zones, residential permit parking areas and areas where there are no daytime restrictions on parking. The meaning of these restrictions is explained briefly below:

**No Parking Zones** - The areas shown in red on Figure 6-2 include TOW-AWAY NO STOPPING or NO PARKING zones and areas which are limited to vehicles with special permits, such as the houseboat parking area on the north side of Channel Street and the Fire Station at Second and Townsend Streets. The fine for parking in No Parking zones is \$25. Vehicles towed out of Tow-Away zones pay an additional \$100+ in towing and storage fees.

**Parking Meters** - Parking meters within the jurisdiction of the Port are typically limited to two-hour parking between 7 AM and 7 PM everyday. Parking meters under the jurisdiction of the Department of Parking and Traffic typically limit parking to either one or two hours between 9 AM and 6 PM Monday through Saturday. The fine for parking meter violations is \$25. Persons with Disabled Placards are exempt from the time limits in parking meters and do not have to put coins in the meters.

**1 and 2 Hour Signs** - Signs that limit parking to one or two hours typically are in effect between 7 AM and 6 PM Monday through Saturday. These time limit restrictions are more difficult to enforce than parking meter areas, since they require two observations of a vehicle at least one or two hours apart before a parking citation can be issued. The fine for overtime parking in non-downtown areas (south of Howard Street) is \$15. Persons with Disabled Placards are exempt from these time limits.

**Truck Loading Zones** - These zones typically restrict parking to trucks or commercial vehicles that are in the process of making deliveries. Trucks parking is typically limited to 30 minutes between the hours of 7 AM and 6 PM, Monday through Friday. The fine for parking in truck loading zones is \$30. The fine for parking in commercial vehicle zones is \$25. Passenger loading is permitted in commercial vehicle zones but not in truck loading zones.

**Unrestricted Areas** - These areas do not have any parking time limits. Some of the "unrestricted" areas within the Port's jurisdiction have signs that prohibit parking between 1 AM and 6 AM at night.

**Residential Permit Parking** - These areas limit parking to one or two hours except for vehicles that have area "U" residential parking permits. In the South Park neighborhood, these restrictions are in effect between 8 AM and 6





# LEGEND

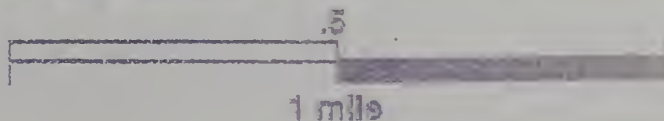
- No Parking
- Parking Meters
- 1 or 2 Hour Signs
- Truck Loading
- Unrestricted
- Residential Permit
- Port Jurisdiction

## FIGURE 6-2

### Existing On-Street Parking Regulations



### Pacific Bell Park Transportation Management Plan







PM, Monday through Friday. Most of the other area "U" restrictions shown on Figure 6-2 have one hour time limits that are in effect between 8 AM and 10 PM, everyday. The fine for violating the time limit in a residential permit parking area is \$33.

## **Proposed Changes to On-Street Parking Regulations**

A key goal of the TMP is to prevent ballpark patrons from parking on-street in residential and retail areas. Prevention of ballpark parking on these streets will not only free-up available on-street parking for resident and customer parking, but will also discourage ballpark patrons from circulating through the area in search of on-street parking, thereby increasing traffic congestion and noise. Existing regulations on many streets near the ballpark that are residential and retail in nature do not prohibit long-term parking after 6 PM or on Sundays, making them potentially attractive for ballpark parking. Recommended changes to existing parking regulations are summarized below.

***Recommended Changes to 1 and 2 Hour Zones*** - BTCC members representing the South Beach neighborhood have recommended that the hours that the 1 and 2 hour time limits are in effect in that neighborhood be extended from 7 AM – 6 PM Monday through Saturday to 7 AM – 10 PM, everyday during baseball season. Since most baseball games last approximately three hours, the existing 1 and 2 hour time limits could effectively discourage ballpark patrons from parking on these streets. However, because virtually all weekend games are proposed to take place during the day on weekends, it is recommended that the effective times of existing 1 and 2 hour time limit parking be extended to 7 AM – 10 PM MONDAY THROUGH FRIDAY and 7 AM – 6 PM SATURDAY AND SUNDAY, APRIL – OCTOBER on the following streets:

Second Street, both sides, between Bryant and Townsend Streets;  
Clarence Place, west side, north of Townsend Street;  
Third Street, both sides, between King and Townsend Streets;  
Fourth Street, both sides, between Bryant and Townsend Streets;  
Fourth Street, west side, between Brannan and Townsend Streets;  
Townsend Street, both sides, between 5<sup>th</sup> Street and Second Streets;  
Townsend Street, both sides, between Colin P. Kelly and  
Embarcadero;  
Brannan Streets, both sides, between 4<sup>th</sup> and Delancey Streets; and  
South Park Avenue, both sides, between 2<sup>nd</sup> Street and the circle.

It is also recommended that the fine for violating 1 and 2 hour time limit zones be increased from \$15 to \$25 to make the fine comparable to overtime parking at parking meters. This change should be considered for the entire city.



***Recommended Changes to Parking Meter Zones*** – Existing parking meter zones on Third and Bryant Streets are not in effect on Sundays or after 6 PM on Mondays through Saturdays. Extending the effective hours of these meters to include weeknights and Sundays would benefit nearby businesses that are open during these times. On the other hand, residents and others who currently park in these zones for extended periods during these times would also be subject to the one or two hour time limit. It is recommended that the effective times of parking meters be extended to 9 AM – 10 PM MONDAY THROUGH FRIDAY and 7 AM – 6 PM SATURDAY AND SUNDAY, APRIL – OCTOBER, on the following streets:

Third Street, both sides, between Townsend and Bryant Streets; and  
Bryant Street, both sides, between 4<sup>th</sup> and Rincon Streets.

***Recommended Changes to Port Parking Meter Zones*** – Existing two-hour parking meters within the jurisdiction of the Port of San Francisco on The Embarcadero, Brannan Street and Delancey Street may be attractive places for ballpark patrons to park for weeknight games, which are anticipated to begin at 7:35 PM. It is recommended that the effective times of Port parking meters be extended to 9 AM – 10 PM MONDAY THROUGH FRIDAY and 7 AM – 7 PM SATURDAY AND SUNDAY, APRIL – OCTOBER, on the following streets:

The Embarcadero, west side between Second and Bryant Streets;  
The Embarcadero, east side between Pier 36 and Bryant Streets;  
Delancey Street, east side, south of Brannan Street;  
Bryant Street, both sides, between Main and Beale Streets; and  
Brannan Street, both sides, between The Embarcadero and Delancey St.

Additionally, there are existing parking meters within the Port's jurisdiction on the west side of The Embarcadero between Townsend and Second Streets that have a ten-hour time limit. The time limit on these meters should be changed to two hours in order to discourage ballpark parking.

***Recommended Changes to NO PARKING Zones*** – The existing NO PARKING zones on both sides of Bryant Street between The Embarcadero and Main Streets are only in effect between 7 AM and 6 PM Monday through Friday. In order to discourage ballpark parking and to make the curb lanes of Bryant Street available for ballpark and other traffic on nights and weekends, it is recommended that these zones be legislated as NO PARKING AT ANY TIME zones.

***Recommended Changes to Truck Loading Zones*** – The existing truck loading zones on the north side of King Street between Second and Third Streets should be converted to a passenger loading zone between 6 PM and 11 PM on weeknights and on weekends between April and October. They should be





converted to commercial vehicle zones in order to allow passenger loading as well as freight loading during the day.

***Recommended Changes to Unrestricted Areas*** – Several areas close to the ballpark are currently unregulated parking, which would make them very attractive for ballpark patron parking at all times of the week. In order to discourage ballpark parking at these locations, they should be converted to either 1 or 2-hour time limit parking, residential permit parking areas, or passenger loading areas for ballpark taxis, buses or shuttle buses. It has been suggested that the residential portions of Colin P. Kelly Street, Delancey and Beale Streets be converted to residential permit parking areas. In order to initiate the process to create new RPP areas, residents of these streets must submit a petition to the Department of Parking and Traffic. DPT has not yet received petitions from residents of these streets to convert them to residential permit parking areas.

The following unrestricted areas should be converted to 1 or 2 hour time limit zones or parking meter zones, which are effective until 10 PM on weekdays and on Saturdays and Sundays until 6 PM during baseball season:

Second Street, east side, between King and Townsend Streets;  
Fourth Street, west side, between King and Berry Streets;  
Sixth Street, west side, from Channel Street to 293' south;  
Mission Rock Street, both sides, between 3rd Street and Terry Francois Blvd.;  
Channel Street, both sides, 4<sup>th</sup> to 6<sup>th</sup> Streets;  
South Park Avenue, both sides, between 3<sup>rd</sup> Street and the circle;  
Terry Francois Boulevard, west side, adjacent to charter bus lot; and  
Townsend Street, both sides, between Second and Colin P. Kelly Streets.

The following streets should be converted to ballpark passenger loading zones on ballgame days:

King Street, north side, from 100' to 400' west of Third Street;  
Second Street, west side, between Townsend and King Streets;  
Berry Street, south side, between 4<sup>th</sup> and 3<sup>rd</sup> Streets; and  
Berry Street, both sides, between Berry and Mission Creek.

The following street could be converted to charter bus parking only zones on game days if construction of the Third Street Muni Metro line has not already eliminated on-street parking at this location:

Third Street, both sides, between Terry Francois Boulevard and Mission Rock Street. (Port jurisdiction).



## **Parking Regulations in the Potrero Hill Neighborhood**

Residents of the lower Potrero Hill neighborhood between Pennsylvania, Arkansas, 17<sup>th</sup> and 22<sup>nd</sup> Streets have submitted petitions for the creation of a new residential permit parking area in anticipation of ballpark parking impacts in their neighborhood. This neighborhood is located a little over one mile southwest of the ballpark, just west of the I-280/Mariposa Street interchange. The Department of Parking and Traffic is currently reviewing this application to determine if a sufficient number of residents have signed the petitions and if other eligibility criteria have been met. Parking in this neighborhood is currently unrestricted.

### **Additional Parking Restrictions**

Parking restrictions are necessary on game days at the following additional locations in order to accommodate passenger loading for the Muni bus bridge service between Market Street and the ballpark:

Second Street, west side, between Market and Mission Streets; and  
Third Street, east side, between Townsend and Brannan Streets.

Large flows of pedestrians are anticipated on both sides of 3<sup>rd</sup> Street between King and Townsend Streets before and after games. In order to provide additional space for pedestrians on the west side of 3<sup>rd</sup> Street between King and Townsend Streets, parking should be restricted on the following street on game days:

3<sup>rd</sup> Street, east side, between King and Townsend Streets.

Diversion of traffic away from the ballpark area to Seventh Street will result in increased use of 7<sup>th</sup> Street between 16<sup>th</sup> and Townsend Streets. The capacity of 7<sup>th</sup> Street could be increased substantially by providing an additional lane at the southbound approach to the 7/16<sup>th</sup> Street intersection and on the northbound approach to the 7<sup>th</sup>/Townsend Street intersection. Because of rapid growth in this area, it is recommended that parking be restricted at all times at the following locations:

Seventh Street, west side, between Daggett and 16<sup>th</sup> Streets; and  
Seventh Street, east side, between King and Townsend Streets.

### **Next Steps and Agency Responsibilities**

The parking capital improvements and plans needed to prepare for the opening of Pacific Bell Park in April 2000 are listed on the following page by agency.

1. The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that proper record-keeping is essential for the transparency and accountability of the organization. This section also outlines the various methods used to collect and analyze data, ensuring that the information is reliable and up-to-date.

2. The second part of the document focuses on the implementation of the proposed changes. It details the steps involved in the transition process, from the initial planning phase to the final execution. This section also addresses the potential challenges that may arise during the implementation and provides strategies to overcome them. The goal is to ensure a smooth and successful transition to the new system.

3. The third part of the document discusses the ongoing monitoring and evaluation of the implementation. It highlights the importance of regularly reviewing the progress and making adjustments as needed. This section also includes a discussion on the role of the various departments in the organization and how they will work together to ensure the success of the project. The final part of the document provides a summary of the key findings and recommendations.

4. The fourth part of the document provides a detailed overview of the financial aspects of the project. It includes a breakdown of the costs involved in the implementation and a comparison of the expected benefits. This section also discusses the funding sources for the project and the timeline for the financial review. The goal is to provide a clear and concise overview of the financial impact of the project.

5. The fifth part of the document provides a summary of the key findings and recommendations. It highlights the main points discussed in the previous sections and provides a clear and concise overview of the project. This section also includes a list of the key stakeholders involved in the project and a list of the key findings and recommendations.

### ***Department of Parking and Traffic (DPT)***

- Legislate changes to on-street parking regulations;
- Fabricate and install new parking regulatory signs;
- Monitor residential permit parking program; and
- Develop parking enforcement program.

### ***Giants***

- Develop off-street parking lots;
- Secure north of channel programmed parking;
- Develop and implement parking monitoring program;
- Develop public information/outreach program;
- Coordinate with other parking operators; and
- Provide charter bus, bicycle and disabled parking.





## 7. Other Transportation Modes

### Pedestrians

Virtually all fans will be pedestrians for the last few blocks of their trip to the ballpark. Regardless of their primary mode of travel, everyone arriving at the ballpark, with the exception of the disabled, will walk at least the last block or so into the ballpark. As shown on Table 2 - 5, between 29,600 and 33,800 fans will depart from the ballpark in the one hour following a sold out game.

Pedestrian trips are allocated by locating the primary pedestrian routes from the parking lots, the transit stops and the routes used by those walking all the way to or from the ballpark. Because a large supply of parking will be located to the south of the China Basin Channel, in the one hour following a game, over 13,000 pedestrians are projected to cross the channel, the majority using the Lefty O'Doul Third Street Bridge. The flow of pedestrians crossing the channel includes those fans arriving on charter buses and on bicycles. Pedestrians in these numbers would far exceed the capacity of the existing bridge sidewalks. (The plan for accommodating the high volume of pedestrians on the Lefty O'Doul Bridge on game days is described in Chapter 5.)

Fans parking in lots and garages north of the channel will walk to the ballpark on The Embarcadero and on Second, Third and Fourth Streets. Fans taking Caltrain will walk east on King Street to reach the ballpark. Most BART users will shuttle to the ballpark on the Metro or Muni Bus Bridge but some will walk south on Second Street from Market Street or take a taxi.

Fans arriving on the Muni Metro or buses will walk from transit stops. Most of these fans will walk one block or less from stops located just north of or right at the ballpark.

Fans walking directly to the ballpark will arrive from all directions using the available pedestrian routes: from the east on The Embarcadero; from the north on Second, Third and Fourth Streets; from the west on Townsend and Berry Streets; and from the south on Third Street. Figure 7-1 shows the anticipated flow of pedestrians for each of the major pedestrian routes following a sellout game.

Without proper management, very congested walking conditions could occur at several locations. Acceptable congestion following a major public event is defined by the City as pedestrian flows up to 14 persons per minute per foot of walkway width (ppmpf). Those locations where flows exceeding 14 ppmpf could occur include:

**ORIGINAL ARTICLES**  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus

**CLINICAL REPORTS**  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus

**LABORATORY REPORTS**  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus

**SYMPOSIUM**  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus

**SYMPOSIUM**  
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**SYMPOSIUM**  
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The Effect of the Diet on the Blood Sugar in Diabetes Mellitus  
The Effect of the Diet on the Blood Sugar in Diabetes Mellitus

# Figure 7-1

## Pedestrian Traffic

ONE HOUR FOLLOWING WEEKEND SELLOUT GAME – TOTAL PEDESTRIANS= 33,800









Third Street, both sides, between Fourth and King Streets (including the Lefty O'Doul Bridge);  
Third Street, east side, between King and Townsend Streets; and  
King Street, south side, between Second and Third Streets.

At each of the above locations steps will be taken as part of the TMP to insure smooth and efficient pedestrian flows. The pedestrian improvements that will be made in the vicinity of Pacific Bell Park by April 2000 are shown on Figure 7-2 and are described below.

**Third Street –** The Giants will construct pedestrian walkways along the frontage of their parking lots south of the channel. As part of the Lefty O'Doul Bridge rehabilitation, the existing open metal grate roadway surface on the bridge will be replaced. The new roadway surface will be suitable for pedestrian traffic. When the bridge is operated for ballgame traffic, a metal barrier will separate pedestrian traffic on the easterly side of the bridge from the westerly traffic lanes that will be opened for vehicle traffic.

**King Street -** The south side of King Street from Second to Third Streets will be closed for up to one hour after sellout games. This closure will improve pedestrian conditions. In this block of King Street, pedestrians can leave the ballpark and use the closed eastbound vehicle lanes. As described in Chapter 4 of the TMP, this roadway space will also be used after ballgames to load eastbound Muni Metro rail cars from the street side of the Metro right-of-way.

Pedestrian congestion will undoubtedly occur at other locations near the ballpark. At these locations, obstructions such as poles, newsracks, and trash containers restrict the effective width of the existing sidewalks. The B/MBTCC has reviewed the existing sidewalk conditions and has recommended to DPW a program to remove obstructions from existing sidewalks near the ballpark. Sidewalks that need improvements include:

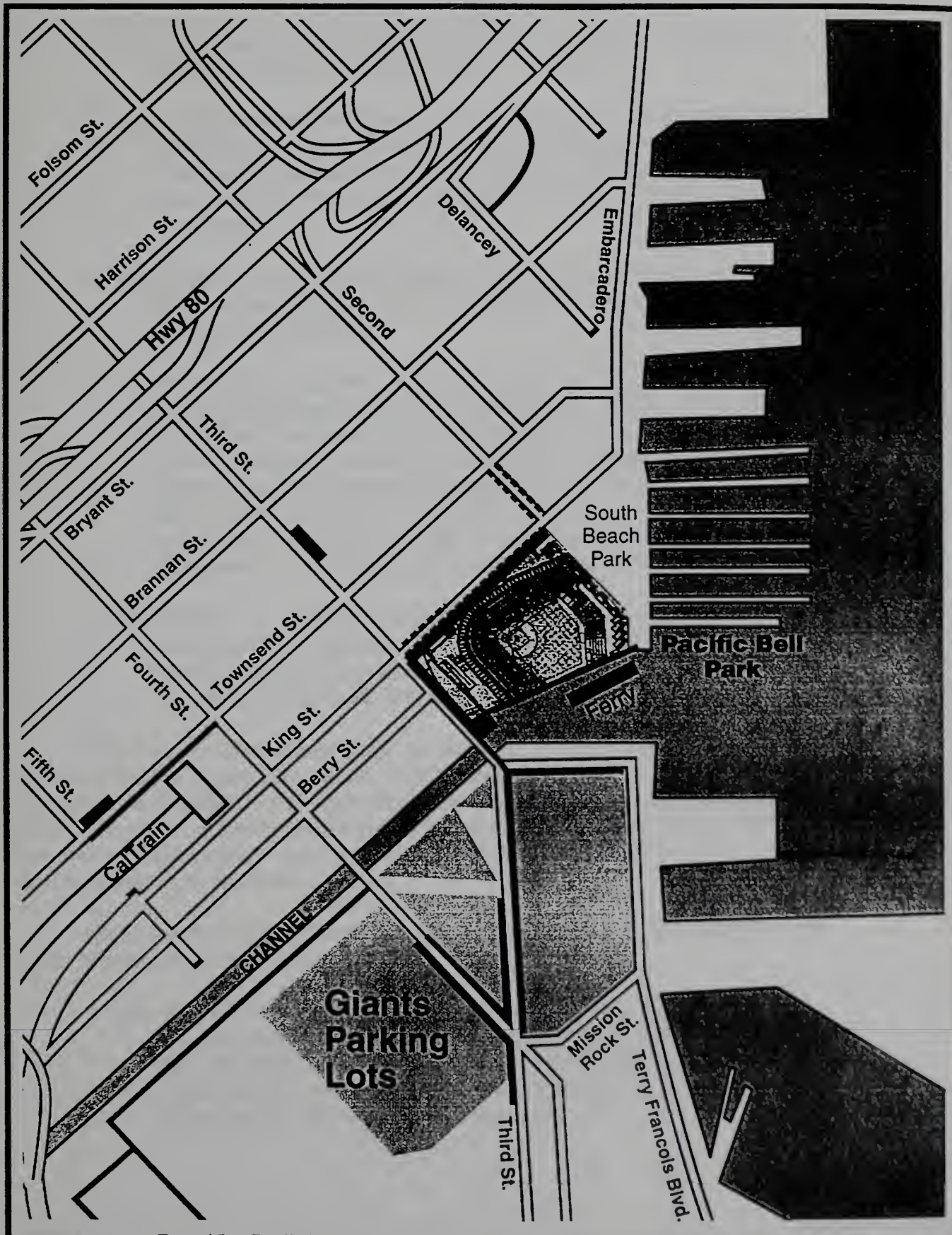
- 1 - Third Street between King and Townsend Streets – Remove and/or relocate various obstructions including tow-away signs, planter boxes and newsracks on the east side of the street. In addition, parking will need to be restricted on the east side of this street in order to provide additional pedestrian capacity. In the future, this sidewalk may need to be widened by either eliminating parking at all times or narrowing the curb-to-curb width of Third Street in order to accommodate the large pedestrian volumes;
- 2 - Third Street between Townsend and Brannan Streets -- Remove and/or relocate bus shelter, garbage cans, sandwich signs, planter boxes and newsracks. A mid-block bus bulb sidewalk widening on the east side of Third Street between Townsend and Brannan



# Figure 7-2

## April 2000 Pedestrian Improvements

- New Sidewalk or Walkway
- Pedestrian Zone Pre- & Post-game
- New Bus Bulb
- Widen Existing Sidewalk
- Pedestrian Zone Post-game Only







Streets is proposed to accommodate pedestrians boarding the bus bridge.

- 3 - Second Street between King and Townsend Streets -- Construct 19 foot wide sidewalks on both sides of the street;
- 4 - Second Street between Townsend and Harrison Streets -- Relocate traffic signal poles, bollards and other obstructions and rebuild sidewalks at intersections. In the future, widening the sidewalks of Second Street between Townsend and Harrison Streets should be considered;
- 5 -- King Street between Second and Third Streets -- Reconstruct the north sidewalk between the mid-block crosswalk and Third Street with a 15-foot wide sidewalk;
- 6 -- Townsend Street between 4<sup>th</sup> and 7<sup>th</sup> Streets -- A plan to convert existing 90 degree parking on the south side of the street to angle parking and move the on-street parking 8' to the north in order to create a pedestrian walkway between the Caltrain fence and the parked cars has recently been approved for the block of Townsend Street between 4<sup>th</sup> and 5<sup>th</sup> Streets. This concept should be continued along the south side of Townsend Street between 5<sup>th</sup> and 7<sup>th</sup> Streets in order to provide a continuous walkway; and
- 7 -- Port Walk -- A pedestrian walkway will be provided between the ballpark and China Basin Channel just beyond the right field wall. This walkway will provide waterfront access as well as pedestrian access to the ballpark ferry dock.

Pedestrians will overload some crosswalks. At King and Second and Third Streets the crosswalks will be widened, but because this block of King Street will be closed, the flow of pedestrians will expand as needed to cross the street. However, a barrier in the center of the King Street Muni Metro right-of-way will be constructed to limit and direct pedestrian crossings to either end of the block and to a mid-block crossing.

Some locations will require new pedestrian facilities. Examples of these kinds of projects are as follows:

- 1 - Berry Street between Third and Seventh Streets -- A pedestrian and bicycle route on this street will be constructed as part of the Mission Bay development. This route will connect to the promenade on The Embarcadero via the Port Walk described above. The Berry Street facility will not be available by April 2000.



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- 2 - Third and Fourth Streets south of the China Basin Channel -- Construct new sidewalks on these streets as far south as the limits of the ballpark parking lots. Except for those sidewalks that are in front of the Giants parking lots, these improvements are not anticipated to be in place by April 2000.
- 3 - Provide new streetlights and trash receptacles on the main pedestrian routes to and from the ballpark. These facilities should be located within 18 inches of the curb in order to maximize sidewalk capacity.
- 4 - Enforcement of peddler restrictions - The SFPD should prevent food, souvenir, or other peddlers from occupying sidewalk space along any of the major ballpark pedestrian routes.

## **Bicycles**

Both fans and employees will generate bicycle traffic. As shown on Figure 7-3, the ballpark site is located on or near to several streets that are designated as bike routes in the Transportation Element of the San Francisco General Plan. Bicycle routes that serve the ballpark include:

The Embarcadero - Bicycle lanes;  
Second Street - Signed bicycle route;  
Third Street south of King Street - Signed bicycle route;  
Fourth Street between Third and Townsend Streets - Signed bicycle route;  
Fifth Street between Townsend and Market Streets - Signed bicycle route;  
Townsend Street - Signed bicycle route; and  
16<sup>th</sup> Street - Bicycle lanes.

In addition, the length of Terry Francois Boulevard (formerly China Basin Street) between Third Street and Mariposa Street will be striped with bicycle lanes prior to April 2000. Seventh Street between 16<sup>th</sup> Street and Townsend Streets will be restriped with wide outside lanes to accommodate bicycles prior to April 2000. As part of the Mission Bay development, 4<sup>th</sup> Street will be realigned between China Basin Channel and 16<sup>th</sup> Street to run parallel to 3<sup>rd</sup> Street. The realigned 4<sup>th</sup> Street as well as North Mall or Common Street, South Mall or Common Street, and Owens Street parallel to and south of China Basin Channel will be designated as Mission Bay Project Bikeways with wide travel lanes to accommodate bicycles. These Mission Bay improvements will not be implemented by April 2000.

Most bicycle trips to the ballpark will begin in San Francisco. To estimate bicycle use, it is assumed that between two percent and five percent of San Francisco resident trips will be made on bicycle. This results in about 200 bicycle



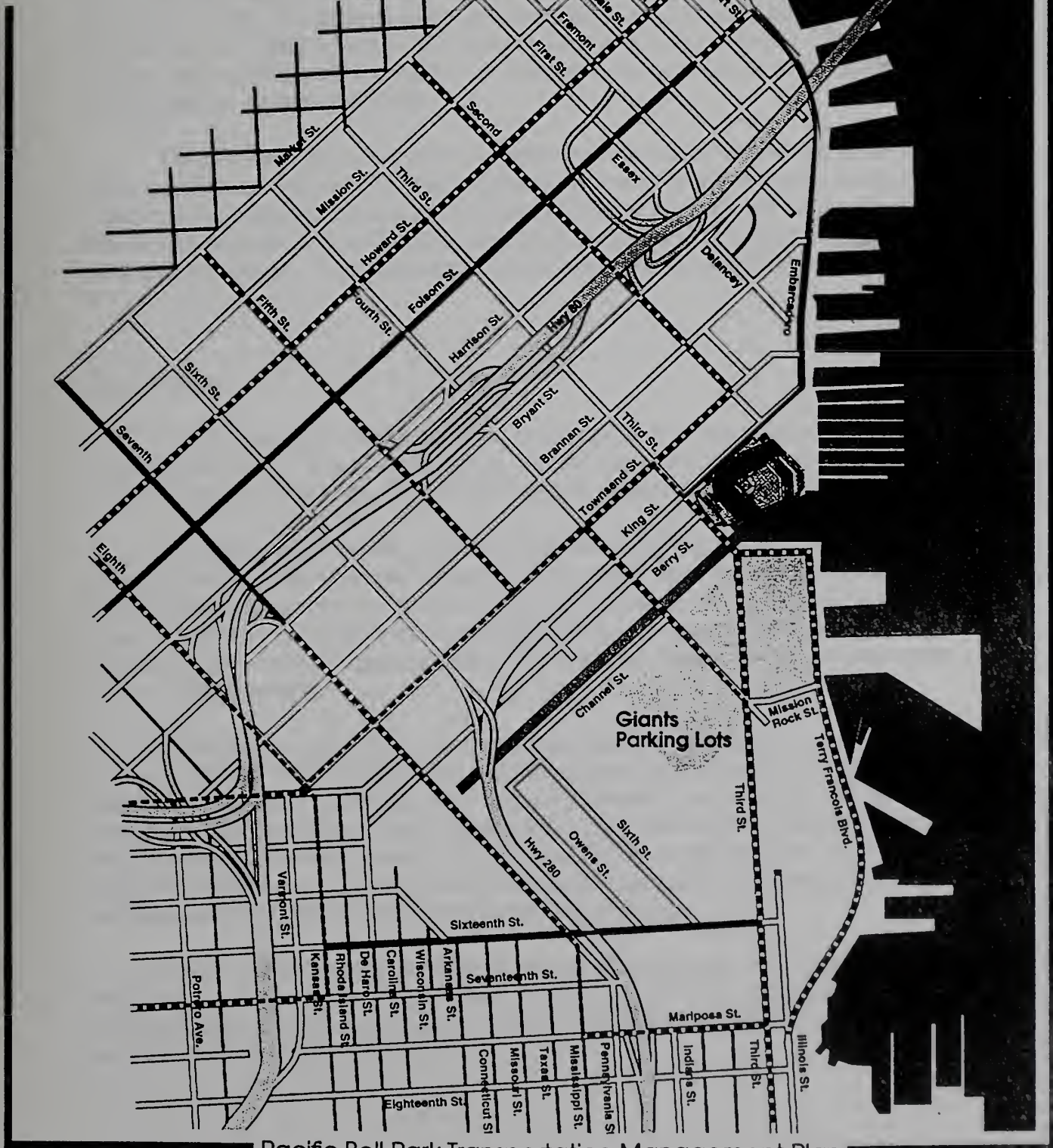


# Figure 7-3

## Existing Bicycle Routes

### LEGEND

- Existing Bicycle Lanes
- - - Existing Signed Routes
- · - · - Approved Bicycle Lanes



Pacific Bell Park Transportation Management Plan

1 mile





riders at sellout weekday games and 300 bicycle riders at sellout weekend games. Bicycle use to weeknight games is estimated to be less than 100 fans.

Some fans using BART, Caltrain or the ferries may bring their bicycles on the trains or boats. Access from BART, with its nearest station nearly one mile from the ballpark, could be greatly enhanced by using a bicycle between the Embarcadero, Montgomery or 16<sup>th</sup> Street stations and the ballpark. The total number of fans who may use BART or Caltrain and then bicycle to the ballgame is estimated to be less than 100.

The greatest use of bicycles is expected to occur at weekend games with good weather conditions. For these games, as many as 400 bicycles would be parked at the ballpark. A secure fenced bicycle parking area will be provided in the park to be built by the Giants on the south side of the China Basin Channel east of Third Street. The proposed bicycle parking area is shown on Figure 7 - 1.

## **Charter Bus**

On average, about two per cent of Giants fans arrive at 3Com Park on chartered buses. The projected use of charter bus at Pacific Bell Park is based on recent experience of both the Giants and the 49ers at 3Com Park .

Compared to baseball, charter buses are used to a greater extent at other sporting events. For example, about ten per cent of San Francisco 49er fans arrive at football games on chartered buses. A goal of the Giants will be to expand the use of charter buses beyond their limited use at 3Com Park. The Giants will work with fan groups throughout northern California on increasing the use of charter buses.

As shown in Figure 7 - 1, a charter bus parking area will be located along the west side of Terry Francois Boulevard, adjacent to Parking Lot A. Buses would use the same routes to reach this area as auto drivers would use for parking in the south side Giants parking lots. Bus passengers would off-load in the bus parking area and walk north on Third Street across the Lefty O'Doul Bridge to the ballpark. Charter bus passengers would return to the charter bus parking area for loading and departure from the ballpark.

The parking area for charter buses can accommodate 42 buses. An additional eight buses could be parked along Third Street if necessary. Fifty charter buses could accommodate about 2,000 fans, or about five percent of a sellout crowd at Pacific Bell Park.



## **Taxis and Limousines**

About one per cent of Giants fans, or about 400 people at a sellout game, is projected to use taxis or limousines to reach the ballpark. A drop-off and pick-up area for taxis will be established on either the west side of Second Street between Townsend and King Streets, the north side of King Street just west of Third Street or on Berry Street between Third and Fourth Streets.

From downtown, taxis and limousines would approach the proposed Second Street drop-off area by using southbound Second Street. Taxis could return downtown by way of northbound The Embarcadero. Berry Street can be reached by way of southbound Fourth Street from downtown. Taxis could then proceed east on Berry Street to the drop-off zone and return north on Third Street. The King Street location could be accessed from downtown by way of southbound Second Street to westbound King Street or from southbound Fourth Street to eastbound King Street and a U-turn onto westbound King Street at 3<sup>rd</sup> Street. The return trip to downtown could be made by way of northbound 4<sup>th</sup> Street. Taxis are allowed to use the transit only lane of northbound 4<sup>th</sup> Street between King and Townsend Streets.

## **Disabled Shuttles**

Loading areas for shuttle buses and taxis and other vehicles carrying disabled passengers carrying disabled passengers to and from Pacific Bell Park could also be provided on the west side of Second Street between Townsend and King Streets, on the north side of King Street west of Third Street or on the south side of Berry Street between 4<sup>th</sup> and 3<sup>rd</sup> Street. Because many disabled passengers use taxis, it is important that the taxi pick-up and drop-off locations are the same for both general public taxi users and senior and disabled paratransit riders. A separate disabled loading zone with a wheelchair ramp also needs to be designated for lift van loading/unloading.

## **Next Steps and Agency Responsibilities**

Listed below by agency are the alternate modes capital improvements and plans needed to prepare for the opening of Pacific Bell Park in April 2000.

### ***Department of Public Works (DPW)***

- Improve pedestrian surface of Lefty O'Doul Bridge;
- Widen Second Street sidewalk between King and Townsend Streets;
- Widen King Street sidewalk (north side) east of Third Street;
- Implement angle parking on south side of Townsend Street between 4<sup>th</sup> and 5<sup>th</sup> Streets; and



- Remove sidewalk obstructions.

### ***Department of Parking and Traffic (DPT)***

- Legislate and implement taxi and disabled loading areas;
- Sign bicycle routes; and
- Participate in development of public information/outreach program.

### ***Port***

- Stripe bicycle lanes on Terry Francois Boulevard.

### ***Giants***

- Provide sidewalks and pedestrian circulation through and around parking lots;
- Provide secured bicycle parking area and secured storage area for roller blades and skateboards; and
- Develop public information/outreach program.





## 8. Public Information

An important step in making the TMP work is to ensure that the public is fully informed of all features of the access plan for Pacific Bell Park. The public information program will rely on the already extensive capabilities of the Giants to inform and educate the public. The major features of the information program are outlined below.

### Printed Materials

***Access and Parking Brochure.*** A short but comprehensive brochure will be published explaining alternative routes for getting to the ballpark. The brochure will include information on how to use all modes of public transit as well as auto access and parking information. It will include maps of roadway access routes, parking locations and costs, transit system routes and schedules, and pedestrian and bicycle routes.

The Access and Parking Brochure will be widely distributed within the Giants fan base area. It will be available with all ticket sales, at all public transit information centers, in all visitor information centers, and with local newspaper distribution. The Giants will distribute the guide to all season ticket holders and mail order customers. It will also be available at all Giants tickets outlets. It may also be distributed by Pacific Bell to its customers and published in part in the Pacific Bell Yellow Pages. In coordination with a corporate sponsor, the guide may also be distributed with Bank/Credit Card statements.

***Public Transportation Guide.*** A short guide on the public transportation system serving the ballpark will be available at transit centers and on buses, trains and ferries throughout the Bay Area. As part of the mitigation measures for the retrofit work on the Bay Bridge, Caltrans will also distribute an alternative mode guide to Pacific Bell Park.

### On-Line Information

Printed materials will be available on-line through a variety of sources including:

- Giants Virtual Dugout web page;
- Corporate sponsor home pages;
- City of San Francisco home page;
- Caltrans home page; and
- Traffic information pages.

The first part of the document discusses the importance of maintaining accurate records of all transactions and the role of the accounting department in ensuring the integrity of the financial data.

The second part of the document discusses the importance of maintaining accurate records of all transactions and the role of the accounting department in ensuring the integrity of the financial data.

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Addresses for World Wide Web sites containing ballpark transportation information will also be printed on all baseball tickets.

## **Radio/Television**

The electronic media will have two roles in informing the public about access and parking. First, using the Giants broadcasts and other announcements, the media will promote the Access and Parking Brochure and explain how a copy of it can be obtained. The convenience of the various modes of public transit will be emphasized. Fans will be encouraged to leave their cars at home.

Second, radio traffic reporters will be used to assist Giants fans in getting to the ballpark. These same reports will be useful to others wishing to avoid ballpark traffic congestion. On the spot live reporting of traffic conditions will be provided by traffic information services. Other announcements will be made hours in advance of a ball game to enable the general public to plan to avoid the ballpark area during a game.

## **Roadway Sign Programs**

As noted earlier, a comprehensive sign program will be implemented on all access routes to the ballpark. These signs will identify desirable routes for Giants fans and how to avoid the ballpark area for those not going to a ball game.

Dynamic message signs will be displayed on the day or night of a game to advise on optimum routes for avoiding ball game traffic. Permanent traffic guide signs will indicate the preferred routes to each of the ballpark parking lots.

## **In-Ballpark Information Measures**

***Transit and Transportation Kiosks.*** Kiosks will be located inside the ballpark providing information on transit, auto access and parking. Public transit ticket sales will be available at these kiosks.

***Public Address and Scoreboard Messages.*** Public address and special scoreboard features will be used to inform fans on traffic and transit operations. Messages on specific transit system operations will be provided. For example, Caltrain will, as funding permits, operate a weeknight train departing at 11:00 PM but will hold this train to 11:15 PM if a game runs long. The public address and message board will remind fans of this schedule so that no one will miss the last train to the Peninsula.





***Transportation Scoreboard.*** A corporate sponsored scoreboard featuring transportation information will, as funding permits, be provided. The board will highlight transportation information before, during and after games. Fans will be provided with updated traffic and transit information as well as the schedules for departing ferries, trains and busses.

## **Next Steps and Agency Responsibilities**

Listed below by agency are the public information capital improvements and programs needed to prepare for the opening of Pacific Bell Park in April 2000.

### ***Giants***

- Prepare and distribute access brochure;
- Prepare and distribute public transportation guide;
- Provide on-line transportation information; and
- Provide In-Ballpark transportation information.

### ***Department of Parking and Traffic***

- Implement roadway signage program; and
- Provide on-line transportation information.

### ***Caltrans***

- Prepare and Distribute Bay Bridge travel alternatives brochure; and
- Provide on-line information.

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DEPARTMENT OF CHEMISTRY  
530 CHICAGO HALL  
CHICAGO, ILLINOIS 60637

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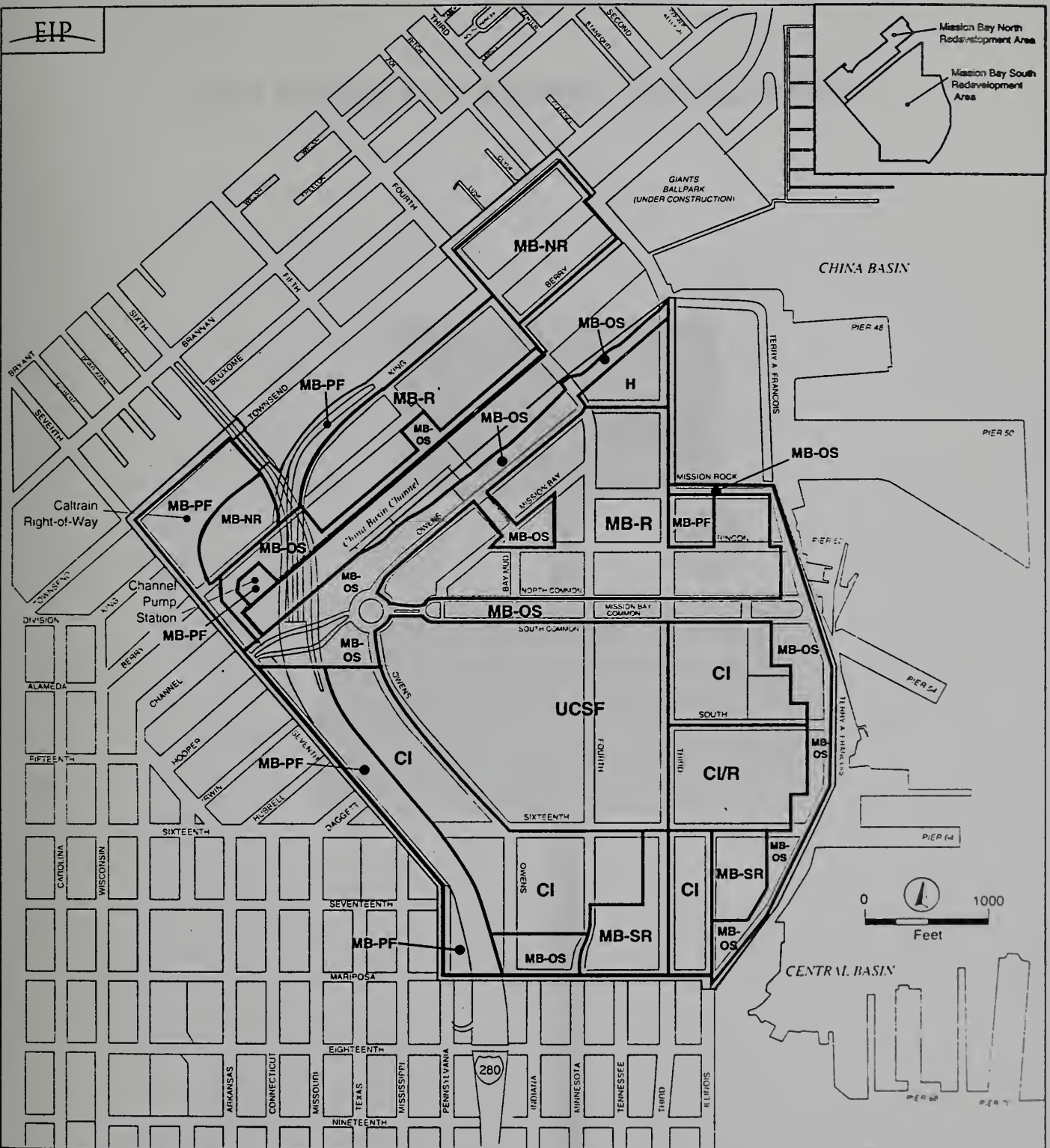
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# APPENDIX





## REDEVELOPMENT PLAN LAND USE DESIGNATIONS

CI COMMERCIAL INDUSTRIAL  
 C/R COMMERCIAL INDUSTRIAL / RETAIL  
 MB-NR MISSION BAY NORTH RETAIL  
 MB-SR MISSION BAY SOUTH RETAIL

MR-R MISSION BAY RESIDENTIAL  
 H HOTEL  
 MB-OS MISSION BAY OPEN SPACE  
 UCSF UCSF (includes City school site)

MB-PF MISSION BAY PUBLIC FACILITIES  
 [ ] MISSION BAY PROJECT AREA

NOTE: See Table III.A.2 for types and amounts of use.

SOURCE: San Francisco Redevelopment Agency

**MISSION BAY SUBSEQUENT EIR**  
**FIGURE V.A.6 LAND USE DESIGNATIONS**  
**IN THE PROPOSED MISSION BAY REDEVELOPMENT PLANS**



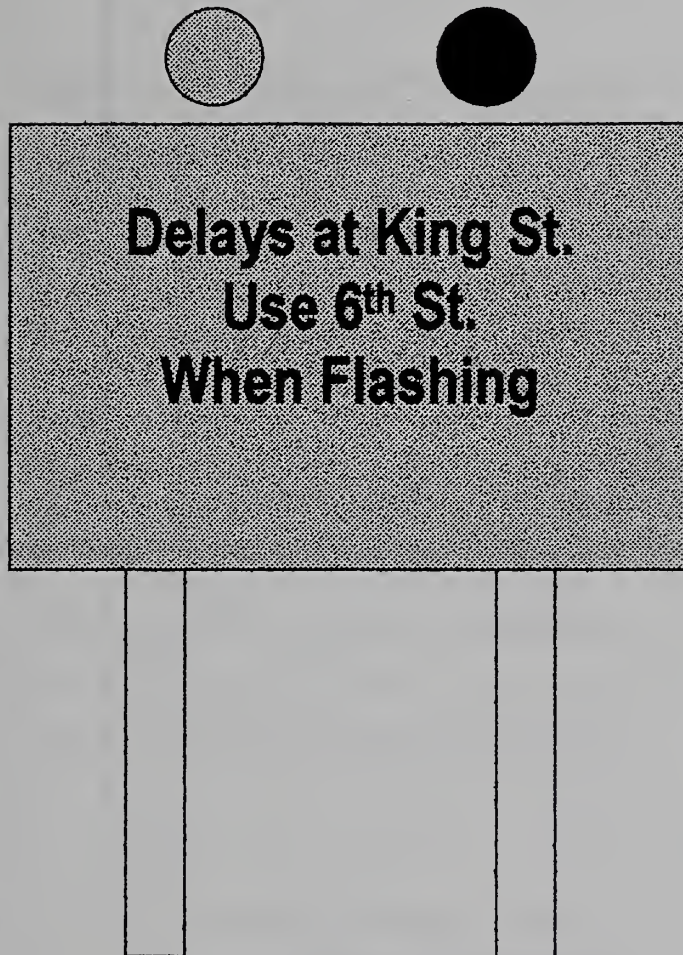


## CITY STREET FLASHING BEACON SIGN

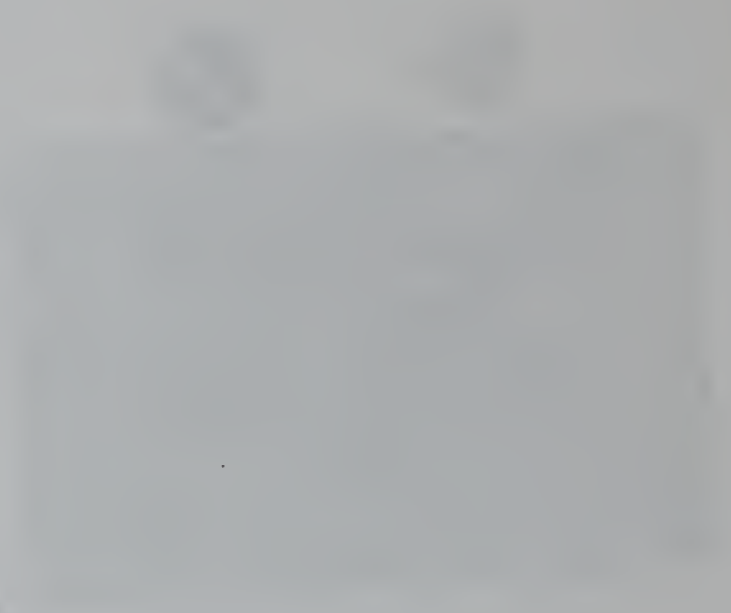




# I-280 FLASHING BEACON SIGN





THE UNIVERSITY OF CHICAGO



LIBRARY



## Pacific Bell Park Freeway Signing

No.	Sign	Rte	Dir.	Co.	P.M.	Location	Message
1	G87	I-80	WB	SF	5.68	SFOBB at SF Anchorage	Pacific Bell Park Next 3 Exits
2	G87	US 101	NB	SF	1.5~	South of I-280	Pacific Bell Park Use  North
3	G87	US 101	NB	SF	4.24	North of Vermont St.	Pacific Bell Park Next 2 Exits
4	G87	I-280	NB	SF		South of US 101	Pacific Bell Park Use 
5	G87	I-280	NB	SF	R4.62	North of US 101	Pacific Bell Park Next 2 Exits
6	G86	I-280	NB	SF	R4.71	South of Cesar Chavez St.	Pacific Bell Park Parking Lot A Next Right
7	G86	I-280	NB	SF	R6.1~	South of Mariposa St.	Pacific Bell Park Parking Lot B Next Right
8	EMS	I-280	NB	SF	R6.61	North of Mariposa St.	DELAY AT KING ST USE 6TH ST
9	CMS	I-280	NB	SF	R6.39	20th Street O/C South of Mariposa St.	DELAY AT KING ST USE 6TH STREET





